FRIDAY, DECEMBER 1, 1961 ONE SHILLING



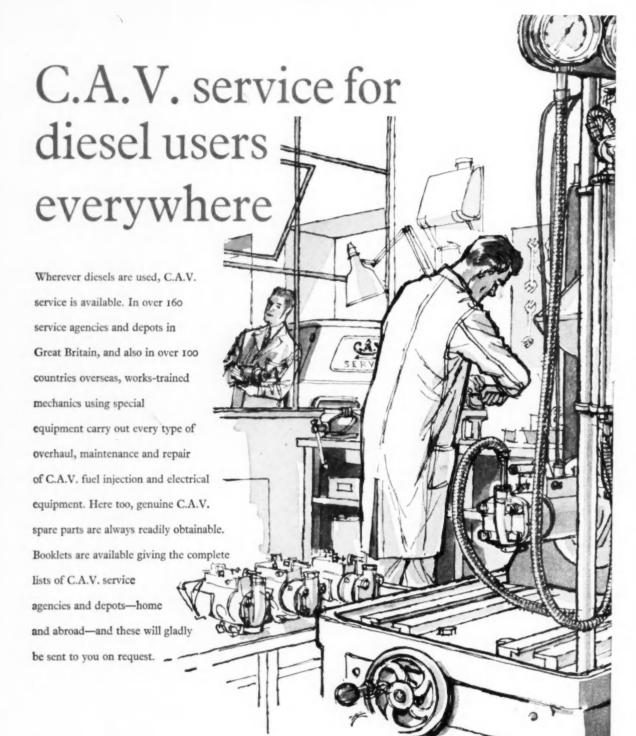
Quantity and bulk and weight and distance present no worries to Foden. These world famous vehicles are used to dealing with all these things. That is why Messrs. Gwynne Bowen (Transport) Ltd. of Swansea, who carry almost anything almost anywhere, have chosen Fodens and now run a fleet of 15 heavy Foden vehicles.

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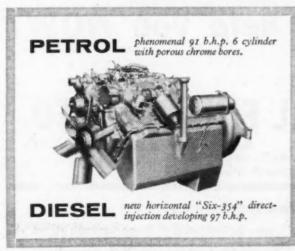


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One step from the ground and you're into a roomy 3-man cab. "Our Claymores, doing approximately 19 m.p.g., are giving a high standard of service. On local delivery work, the easy access cab and general manoeuvrability are proving a great success."

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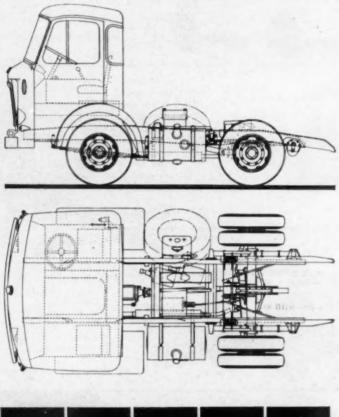
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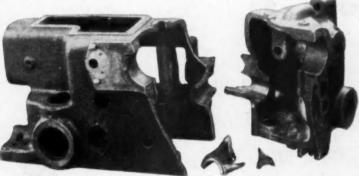
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Many lathe saddles have been repaired by Barimar. This one was broken right through the surface feed housing.

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CYLINDER HEADS: Broken and cracked, cracked and worn valve seats, cracked water and worn valve seats, broken rocker standards, defective cambait bearing housings, cracked stud hoie, stripped plug threads, IRON OR ALUMINIUM, gracked stud hoie, stripped gracked stud hoie, stripped gracked stud hoie, stripped gracked stud hoie, stripped gracked stud housings, broken bearing and flywheel housings, broken bearing and flywheel housings, broken bearing and flywheel housings, stripped drain-plug threads, IRON, ALUMINIUM, ORANISHAFTS: Broken across web or journal, cracked, scored, threads stripped or japers worn.

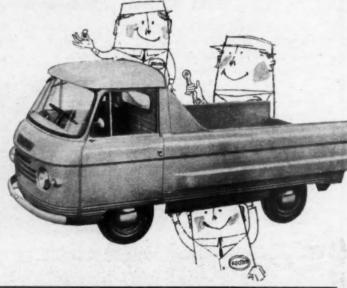
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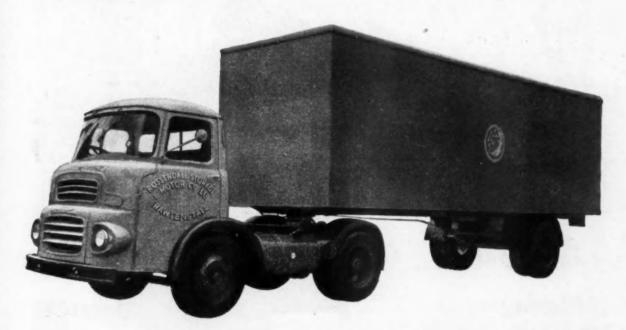
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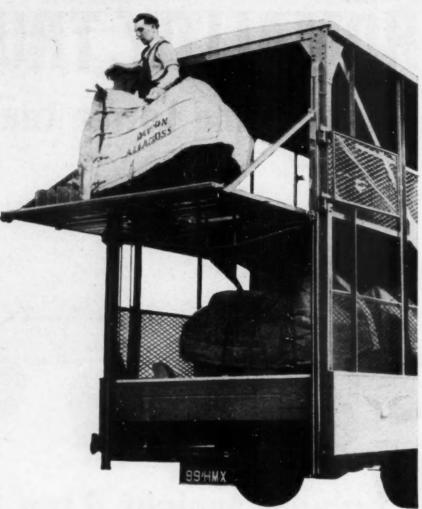


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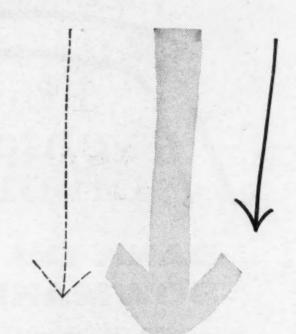
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FROM RECEIPT OF PRIME MOVERS



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n a setting reminiscent of the Circus these massive Dumpers, all fitted with Pilot Hydraulic Tipping Gear, like their counterparts of the Big Top, strong, sturdy and utterly reliable are part of a first consignment of some 47 Atkinson Vehicles recently delivered to South African Railways. If further evidence of the superiority of this Combination of Vehicle and Tipping Gear were required a further, recent, order for 14 more is justification itself.

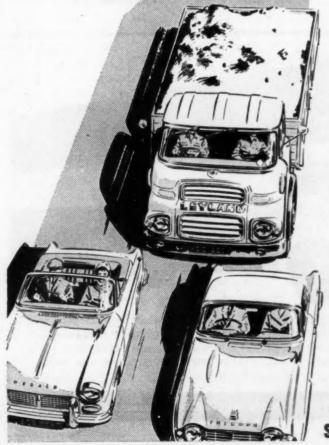
In addition to their range of Tipping Gear, Pilot Works Ltd. specialise in est materials and craftsmanship go and measurements of Materials.

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SCAMMELL LORRIES LTD.
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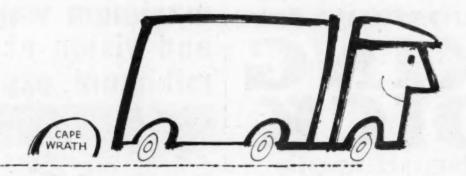
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COMPOSITE CONSTRUCTION: SELECTED HARDWOOD FRAMING,
FIBREGLASS FRONT AND ROOF WITH ARMOURED BODY SIDE PANELS
INTERIOR BODY LENGTH 23 ft. 10 in. 216 in. WHEELBASE
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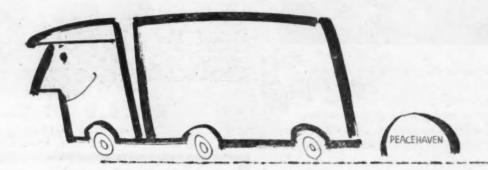


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\* with Crane or B.T.C., Scammell or Dyson Running Gear

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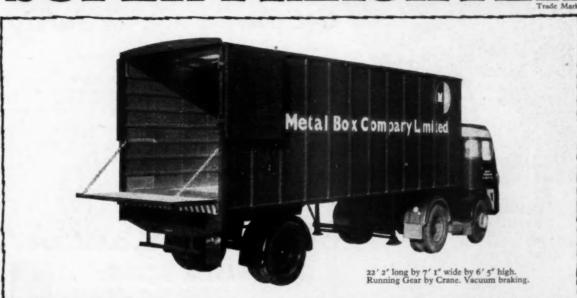
\* with standard fifth wheel attachment OR automatic Scammell coupling.

The Super-freighter was extensively tested at MIRA. It is here pictured, loaded with 12 tons of timber, travelling on the pavé.



THE DURAMIN

# SUPER-FREIGHTER



light-alloy bodies by

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METAL CONSTRUCTED FRAME

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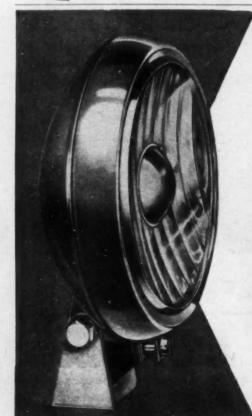
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Time may be the essence of the contract but remember that SAFETY also is essential. Keep to schedule, yet take no risks—fit NOTEK Series 160 Blue Spots, and you'll see your way clear to do both. Nothing less than NOTEK lights meet Road Safety needs; nothing more in vehicle lighting is necessary.

There are many additional features to commend this lamp to commercial drivers:

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Price-Complete with twin filament bulb, cable and switch.

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Manufactured to B.S. Specifications with prismatic 3" lens giving wide radius visibility. Easy to fix.

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TOUBLE AFETY

- COUPLING
  - ★ Well designed on sound principles with Taskers quality workmanship
    - ★ Two capacities for semi-trailers 6-12 tons and 3-5 tons payload
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SEMI-TRAILERS
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Covered by world patents, the Double Safety features of Taskers D-S Coupling includes two positive safety locks and auxiliary support legs for the trailer portion, which positively prevent any risk of collapse. It also incorporates replaceable king-pin and handbrake with spring-loaded ratchet to prevent accidental release. The prime mover portion is fitted with downward operating coupling hooks completely securing the load rollers, which cannot escape accidentally. Double locks are incorporated on coupling cams and an automatic safety catch is fitted to the release lever. Brake movement ratios match-up with other makes of couplings, where applicable.

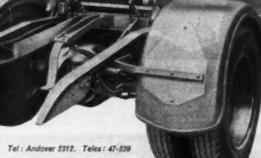
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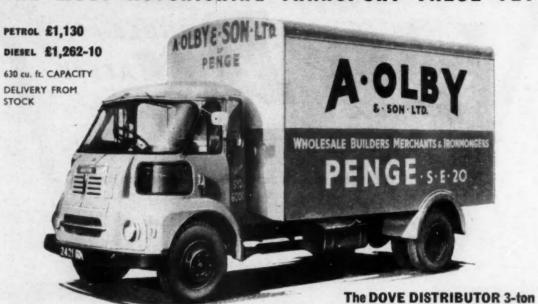
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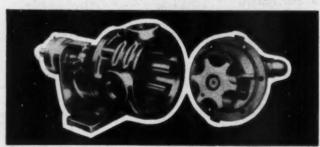
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To ensure that this meat is delivered to the customer in first class condition, this continually expanding Company operates an up-to-date fleet of hygienic refrigerated vehicles. The vehicles used for delivering their bulk supplies have the Thermo King M20 refrigeration units installed, and are carrying out regular trips to Smithfield Market,

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The latest addition to their fleet is a Foden 8 wheel vehicle, body by Sparshatts Ltd., with Thermo King refrigeration units installed. This vehicle carries an average load of 80 sides of beef at a temperature between 40° and 42°F. Other vehicles in the Alf Meade fleet fitted with the Thermo King units are Sparshatt bodied Leyland Comets and a 6 wheel ERF.

\* THERMO KING REEFRIGERATION UNITS AND INSULATED BODIES SUPPLIED TO ALF MEADE LTD., BY SPARSHATTS (METAL BODIES) LTD., MILLBROOK TRADING ESTATE, SOUTHAMPTON. A THERMO KING DISTRIBUTOR.



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TRANSPORT REFRIGERATION

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2" flat or curved section, scientifically designed for silent and easy operation. For roof action with 6" radius channels or up and down action on 3\frac{1}{2}" dis. spiral spring rollers. Complete ready for fixing.

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GASOMATIC UNIT No. 21

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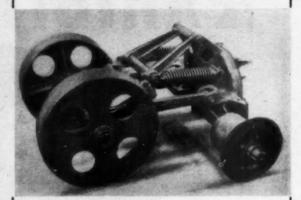
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Assistant Editor: H. BRIAN COTTEE

Proprietors:
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Chairman and Managing Director: ROLAND E. DANGERFIELD

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Telephone: Terminus 3636.
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# Unity Over Rates

Life being what it is, there will undoubtedly be a minority body of hauliers who, on January 1 next, either do not apply the recommended 7½ per cent. increase in rates that has been announced this week by the Road Haulage Association or who hang back, waiting for someone else to make the first move. It is only a year ago since the R.H.A. recommended a 10 per cent. rise which met similar treatment. The reasons of the "reluctant hauliers," as this journal termed them last year, are simple—competition and keen rates.

However, if, as members of a trade association, they will not back up a decision of that association which does not entirely coincide with their own views, they inevitably weaken the authority of the association and their own standing—which is publicly judged by the pronouncements of the association.

Some people may feel that too much is being asked for and that it should not have been publicized until January 1, when R.H.(72) comes into effect, but that is not the point. The time to argue such matters is before the recommendation, not after.

It is within the knowledge of *The Commercial Motor* that some prominent C-licensees (extensive users of haulage facilities as well), anticipating the event, have already costed what they consider a just increase. So fair-minded customers, particularly those who run their own vehicles, will probably not be unsympathetic to an approach. But if that approach is hesitant and confused, who can blame them for taking advantage? After all, they want the cheapest transport, consistent with service, they can get.

And now, having sought increases of 17½ per cent. in a year, hauliers would be well advised to halt and consolidate. If they should get the unjust reputation among the unions of seeking higher rates every time there is a pay rise, they will merely increase the speed of the haulage wages roundabout. Nor will they improve their standing with the customers.

#### Municipal Bus Policy

A RISE of just over 1 per cent. in the total number of buses and trolleybuses operated by municipalities, as indicated in this annual analysis, published on page 604, is barely sufficient to indicate a definite trend, particularly as nearly half the numerical increase could be accounted for by a further stage of Glasgow's tram replacement programme. It can, however, be said that the municipalities, generally, do not consider any reduction in their fleets justifiable at present despite present-day difficulties.

Our analysis this year includes figures for rear-engined double-deckers and underfloor-engined single-deckers. Assuming a vehicle life of 15 years, the figures tend to confirm that the underfloor-engined single-decker virtually superseded the vertical-engined type about eight years ago. The total of single-decker buses rose by 3.9 per cent, above last year's figure, but is still slightly less than it was in 1957, and is only one-sixteenth of the double-decker figure.

Approximately 1,000 double-deck buses would be required annually to cover replacements of the present municipal fleet of this type on a 16-year-life basis. By this standard, the total of 186 rear-engined buses represents only 6.2 per cent. of the estimated intake over the three years they have been in production. Well over twice as many vehicles of this type are at present on order by municipalities, but the classic British forward-engined double-decker is still the majority choice in this market.

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- The future of Diesels
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# Personality of the Week

# George

URING one of his visits to the United States, George McIntosh attended a service at the Fifth Avenue Presbyterian Church, New York. In America it is the custom for officiating ministers to shake hands with members of their congregation when the service is concluded: at all events Presbyterian and Methodist ministers are in the habit of doing so. And in due course George McIntosh's hand was shaken. "Ah, I can see you're a Scot," said the minister. George asked how he could be so certain (has he ever heard himself speak, I wonder). "By your face. It's all Scottish. And it's different from the American faces all round you," was the answer.

I am as convinced of the essential Scottishness of McIntosh for more reasons than his accent, his facial appearance and his name. Hear him speak of Glasgow. A tough, rough city, I suggested. He would have none of it. "It's no tougher than any other big place," he declared. "Journalists and other writers have put it across as a place where it's unsafe to walk down a dark street. Sheer nonsense. Your Glasgow man is courteous to sfrangers and anxious to help. Ask him to direct you and he'll go out of his way. And we've no more so-called juvenile delinquency than any other comparable centre."

If any place shares with Glasgow George McIntosh's allegiance it is the bonnie banks of Clyde, the river where he and his family like to sail and fish. But it was always to Glasgow that his conversation returned—to Glasgow of which he is a city councillor. Here the business of John McIntosh and Son, Ltd., Removers, Export Packers, Shippers, etc., was formed by George's grandfather. But that was a long time ago. His son and then his grandson succeeded him. And there's a great-grandson in line, too.

#### Bird's Eye View

#### =By The Hawk=

# There Will Still Be Thornycrofts

WITH the news, published exclusively in last week's issue of The Commercial Motor, that the final batch of Thorny-croft road vehicles had been sold to Oswald Tillotson's must inevitably come a certain nostalgic pang that the forces of rationalization have now caught up with yet another of the "old-originals" of road transport.

However, it does follow the predictions made by Lord Brabazon and Sir William Black when, last February, A.C.V., Ltd., purchased Transport Equipment (Thornycroft), Ltd. They both then spoke of "complementary ranges." So the Swiftsure, Trusty, Mastiff and Trident are no more in production. But they will undoubtedly continue to be seen on our roads for many years yet, because A.C.V. have guaranteed spares supply and service, to keep these fine vehicles running.

#### Big Jobs Continue

ALL this does not mean that the Thornycroft production lines are to cease, though. The "big boys"—like the Mighty Antar and Big Ben and the off-the-road jobs such as the Nubian—are still (and, I am assured, always will be) very much alive. In addition, production of certain marine diesel engines will continue.

I learn, incidentally, that A.E.C. and Thornycroft sales and service are now completely integrated at home (with the exception of Cardiff) and in all overseas territories where such is a practical move

What of the spare productive capacity at the Thornycroft Basingstoke factory? We are not apparently to have a repetition of the Crossley/Maudslay business where, for several years after those concerns were taken over, operators were offered A.E.C. models with whichever of the three name-plates the operator preferred to have displayed.

My guess is that the Basingstoke production lines will turn to A.E.C. components.

#### 1491 Years' Service

THAT was the total logged by the 43 drivers who received Safe Driving Awards at the South Eastern Divisional head-quarters of British Road Services in London last week. An average of over 34 years per driver, and virtually with the same employer (discounting any change of name due to successive take-overs or nationalization).

There is undoubtedly a moral to be drawn here. The existence, and appreciation, of a steady job has undoubtedly inured equally steady driving habits.

Driver G. W. Choat of Victoria Park Branch (Contracts) has now been awarded the 40-year Gold Brooch. Earlier in the year he received a special trophy from the Minister of Transport in recognition of this exceptional record.

He was closely followed by his Branch mate, Mr. R. Likeman, who received a 35-year Gold Brooch. He told me that he prefers the night work. He has been engaged for many years operating between Fleet Street and wholesale newsagents—a far cry from his first job—driving armoured cars on the North West Frontier way back in 1917. But by an odd coincidence the same day as the presentation the Transport Tribunal—in another place—were hearing all about armoured cars.

587

# McIntosh

It was in 1926, after serving his apprenticeship with Albion Motors, that young George entered the family business. I commented to him that it must be a comforting thought to have a thriving concern waiting to receive you like that. "Don't get the idea that it has all been easy," he replied. "Think of the ups and downs of the haulage industry generally since the 1920s. Remember that just after the First World War very many demobilized servicemen set up in business with a lorry or two, bought cheap from, maybe, the Slough dump; and though few survived in the long run they proved a thorn in the side of established businesses like ours.

"Then, having survived that particular hazard, the slump of the 1930s hit us. In those days firms would often take contracts with little profit just to keep the staff employed. They were bad times. But when they faded out came the war. Who can say they were good old days? And after that, nationalization (which we avoided) and all the restrictions that are now a matter of painful history in the road haulage industry. No, there have been few easy times since I came

into our business over 30 years ago.'

Don't infer from this that George McIntosh is a moaner. Don't picture him as a swimmer against the tide, struggling to keep his head above water. He looks exactly what he is a prosperous Glasgow businessman whose interests have expanded to the South of England, the kind of person who air-commutes between Renfrew and London Airport and,

as I have said, a city father. Has business been fun for him up there in the North? He looks back with pleasure on some of his company's innovations. There was, for instance, the time when furniture and other effects were carried from the Clyde in landing craft to the Hebrides. After the war many people of the wealthier sort bought small Hebridean islands as a retreat, an unassailable hideaway from the cities. Houses were built and furniture had to be transported. And the company of John McIntosh, whose present director still likes messing about in boats, hit upon the idea of running their own fleet of sea pantechnicons.

Nowadays export packing has become scientific. George keeps abreast of the times in this sphere. He went over to the States to study their techniques-and concludes that their only advantage over us is the fantastic sums of money they are prepared to spend. Furniture repositories have known less prosperous days, too. I asked him what kind of people put their effects into storage. Officials on overseas spells of duty, it appears, others who have returned from a country where self-government involves the relinquishing



What would his grandfather say now ?-Mr. G. McIntosh.

of British services and cannot find a house of their ownthese and many like them are compelled to place their worldly possessions into the safe hands of John McIntosh

I wonder what grandfather McIntosh, whose business was built up, naturally, on horses, would say to his grandson's 36 A licence, 25 contract A licence and eight B licensed vehicles?

As a good Glaswegian and, especially, as a city councillor George McIntosh is deeply interested in welfare matters. If juvenile delinquency is mentioned he's apt to speak up very warmly indeed. A lot of so-called juvenile delinquency is not delinquency at all, he believes, but normal high spirits of the kind that was no less common at the beginning of the century. Is it delinquency to take the apples from a tree in the garden of an empty house? Is it delinquency to put the school clock forward?

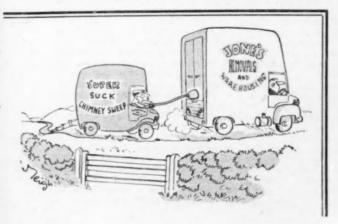
Such tricks, says George, would have been summarily dealt with by a schoolmasterly or fatherly clip on the ear when he was young. Yet recently boys were actually brought up at a juvenile court and solemnly warned about their behaviour for doing just these things! In serious matters he is convinced that, since home influence is so strong (for good or ill), parents should be compelled to attend court when a youngster of theirs is in trouble.

It goes without saying that the industry-or, more correctly, industries-with which he is concerned have recognized his wisdom and abilities. Today he is president of the National Association of Furniture Warehousemen and Removers and is a past president of the Institute of Road Transport Engineers (Scottish branch).

How does he manage to do all this and attend closely to the affairs not only of the parent company in Glasgow but of the two other companies in the South? To be a city

councillor, be it remembered, is no sinecure.

Well, I judge him to be a relaxed personality who appreciates the psychological advantage of attending to one thing at a time and putting first things first. Glasgow, after all, is no longer a far city. He can be in his office at Alfred Bishop and Son, in Conway Street, London, in little more than 3½ hours after leaving Glasgow's Argyle Street. And he knows how to keep his mind at peace in between.-H.C.



# Haulage Rates Go Up 7½ % on January 1

ON Monday the rates committee of the Road Haulage Association recommended members to increase their rates by 7½ per cent, from January 1 next. Additionally, for certain special traffics a greater increase was considered Similar action was taken by the National Conference of Road Transport Clearing Houses.

In support of this recommendation, the R.H.A. pointed to the many increases in costs which hauliers have had to meet since the last recommended rates increase of 10 per cent. on November 1, 1960. Vehicle excise duty was increased by 20 per cent. following the Budget on April 17, and at the subsequent "Little Budget" on July 25 fuel tax was increased by 3d. per gallon.

The timing of this recommended rates increase for January I coincides with the official implementation of the new wages award R.H.(72) when, in addition to a pay increase of three per cent., the basic working week is to be reduced from 44 to 42 hours. The R.H.A. claim that the net effect of this award will be a 10 per cent, increase in workers' actual earnings,

The rates committee also took account of increases in the cost of vehicle insurance, the new State graduated pension scheme, vehicle maintenance costs, telephone charges and overheads.

When asked whether this latest increase in road haulage rates could lead to diversion of goods from road to rail, Mr. R. B. Brittain, chairman of the R.H.A. rates committee, considered this was unlikely. Road transport had such advantages over rail that he doubted whether customers would change over to rail to save a mere 71 per cent., which advantage might in any case be temporary.

The Clearing Houses Conference said it had taken into account the continually increasing costs due to rises in fuel prices, licence duties, insurance premiums and the wage increases recently agreed.

A spokesman for British Road Services told The Commercial Motor that, whilst no announcement was expected this week, the matter was still under consideration.

#### Artic Drivers-R.H.A. Meet

THE implications of the High Court decision in the Moscrop appeal (The Commercial Motor, November 10), when the Court decided that, for driving licence purposes, an articulated vehicle was one unit, were discussed at a meeting on Wednesday of the executive committee of the R.H.A. Moscrop, who was under 21 years of age, was, by the Court's ruling, guilty of driving a vehicle over 3 tons unladen weight. The tractive unit was under 3 tons

#### **Independent Roads Board** Proposed by M.P.

A PROPOSAL that the Government should raise a huge national loan for tackling Britain's most pressing problem-her inadequate roads-was put forward by an M.P. last week. The money, said Mr. Frank McLeavy, Labour M.P. for Bradford East, should be used for an all-out drive to bring our roads up to Continental standards.

He suggested that a small national board of traffic engineers should direct the policy and that they should be insulated, as far as possible, from political or

other pressure.

Mr. McLeavy, who is one of the M.P.s sponsored by the Transport and General Workers' Union, expressed his views on British roads in the latest issue of the Union's journal.

Traffic congestion in our large cities and towns, he maintained, with its slowing-up of road transport, was bound to affect the ability of industry to meet the keen competition in world markets.

Transport costs were a vital factor inthe cost of production. More speedy ways of transport, by the provision of better roads, would be beneficial to the nation.

Unless we press forward with great speed during the next three years to provide a nation-wide network of motor roads, and improve existing ones, we shall be in some difficulty in maintain-ing our present volume of exports," he declared.

#### **Bus Pay Battles** Looming Ahead

From our Industrial Correspondent THE second round in the London busmen's battle for higher pay is to be fought out in a fortnight's time. Their negotiating committee have arranged to hold a further meeting with the London Transport Executive on December 15.

At this meeting they will again press for their full three-point claim, even though on the two major points they have had a flat rejection.

The claim is for a substantial rise and for time-and-a-half on Saturdays in place of the present time-and-a-quarter after

Only on reducing week-end work has the L.T.E. agreed to set up a joint committee of investigation. Apart from this, they have offered a "scarcity allowance" for bus drivers in an attempt to reduce the shortage of 1,600 men.

If the men's demands are again turned down the next moves will be considered at a special delegate conference, attended by representatives from all garages.

Meanwhile municipal and provincial company busmen are closely watching developments. They have agreed to lodge similar pay demands, the timing of which will obviously be influenced by the course of the London men's negotiations.

On the road haulage side, 11,000 men in Northern Ireland were awarded a rise of 6s. a week from last Tuesday.

# Challenge to Road Haulage

#### R.H.A. Secretary-General Talks of Triple Threat

THE decline of the railways and the strong probability that Britain will enter the Common Market were two prongs of a three-pronged challenge confronting the road haulage industry, Mr. G. K. Newman, secretary-general of the Road Haulage Association, told members of the Association's central London sub-area last Friday. The third prong was a reversal of the trend for traders and manufacturers to expand their own fleets of vehicles, he said.

In meeting the challenge hauliers might have to accept changes in the licensing system, in the structure and functions of the industry, and in their Association, said Mr. Newman. There was, in any case, general agreement on the need to improve and augment the roads system as quickly as possible.

"In these three fields, I think those represented by the Road Haulage Association could make important advances. We must seriously ask ourselves whether we are ready and able to accept this triple challenge," he remarked.

Mr. Newman said that the goods vehicle licensing system should not be allowed to become a fetter upon the industry's orderly development. Caution was natural, but it must not become a conservatism impeding progress.

On the matter of roads, progress had been made, he said, but that progress was neither sufficiently great nor sufficiently rapid. The recently published assessment of the future highway requirements of South Wales and Monmouthshire was an excellent example of the sort of planning they would like to see all over the country.

Another factor was the degree of resilience which the industry itself dis-played. "I sometimes wonder whether the day of the small rugged individualist may not be beginning to pass," said Mr. Newman. "Might it be that the future lies with some co-operation system combining the advantages of the small operator with the strength and resources of the larger company? I make no positive proposals on these lines, but the matter is surely worthy of thought.

'And, of course, the last factor which I would like to mention is the Association itself. It is, after all, the accredited representative of the industry, and I think we must all do everything we can to ensure that its strength, unity and prestige are enhanced in every possible way. We must insist upon the Association speaking authoritatively and with a clear voice. because by so doing it can raise the status of the industry which it represents."

# Bill to Fight Diesel Fumes?

FROM OUR POLITICAL CORRESPONDENT

MR. RUPERT SPEIR, the Tory M.P. for Hexham, Northumberland, will ask the Commons next Wednesday for leave to bring in a Private Member's Bill to enable new measures to be taken to abate the emission of diesel fumes from vehicles. Mr. Speir's measure, if accepted, will seek to give the Transport Minister powers to specify the volume of dark smoke emission beyond which an offence would be

In a 10-minute speech to Parliament before public business, he will argue that the 1960 Road Traffic Act permits the Minister to take powers to make regulations about diesel exhaust smoke. His Bill would enable the Minister to specify what constitutes an offence, and allow the use of smoke meters.

I understand that Mr. Speir also proposes that police should have the authority to conduct tests on suspected vehicles, and that diesel-engined vehicles should be obliged to use additives to reduce the amount of smoke emitted.

He also proposes that it should be compulsory for heavy commercial vehicles to have vertical exhausts, discharging their fumes at a height not less than 7 ft. 6 in. In addition, his Bill would enable the Minister to specify that diesel vehicles should be fitted with a device on the exhaust to reduce smoke emission.

Mr. Speir will have 10 minutes in which to argue his belief that such a Bill is necessary. If any M.P. wishes to oppose, he will also be allowed 10 minutes' debating time, then the vote is taken. If the House agrees, the Bill will come forward in the normal way, but there is no guarantee that it will proceed on the Commons

Mr. Speir has the support of M.P.s from both sides of the House, but Mr. Marples and Mr. R. A. Butler, the Home Secretary, will want to examine it very carefully before committing the Government to legislation.

# Securicor Appeal

#### "Do Not Open This Back Door" Plead Respondents

If I were a legislator, I would be in favour of making it compulsory to carry cash in armoured cars and prohibit it from being carried in anything else, the President of the Transport Tribunal, Sir Hubert Hull, said in London last week when the Tribunal spent two days hearing two appeals by Securicor, Ltd. Sir Hubert also queried whether the carrying of cash required a carrier's

Securicor were appealing against the grant of only 10 armoured vans by the Metropolitan Deputy Licensing Authority. in response to an application to add 35 vehicles to their London B licence. The second appeal was against the refusal to grant four Gravesend vehicles.

For the appellants, Mr. J. G. S. Hobley. Q.C., said that the case was not the ordinary type of haulage application." His clients had a pool of trained men, experts in security, and they were able to provide uniformed trained guards for eash in transit. This could be done in ordinary motorcars, but the undisputed evidence was that it was much safer if armoured vans were used. The only ground of objection put forward by the respondents-Security Express, Ltd.was that if granted there would be an excess of suitable transport facilities, but the witnesses they had called had said that they could not meet demands for this type of service.

If it was conceded that there was a great demand, then the only question was, is it in the interests of the public generally, that in the fight against crime, those who were providing escort duty should have the protection of armoured vehicles?

The President-who made a number of interjections-stated that the case turned on a very narrow point. Two or three witnesses at the most, on the evidence, could be prayed in aid as asking that their work be done in armoured vans. The case rested on a submission that the wish of the haulier to carry out the work in armoured vehicles should be taken into account. A vital point to be considered was, if the appellants were granted the full 35 vehicles, would they give an undertaking that they would not carry cash in private motorcars?

Mr. Hobley replied that the application was made in respect of a quantity of customers, and an undertaking would be given in respect of them. But there were a large number of others, for whom they were already doing work in private cars, in respect of whom further applications were pending. The undertaking could not operate in respect of them because of the time lag in hearing them.

Remarked the President: "That is one of the difficulties of the licensing system."

Dealing with the Deputy Authority's decision, in which he stated that the application was "too ambitious," Hobley submitted that it was no concern of the Authority to consider whether somebody who foresees at an early stage an enormous national demand had got to confine his application to the same scale as his competitors. He submitted that the Authority did not ask the correct question. The competitors should be borne in mind only when applications were getting "near the line." The evidence was that everybody could expand.

Interjected the President: "In many

#### Forthcoming Events

December 11.—Institute of Transport, Spurrier Memorial Lecture, London.
December 18.—Institute of Transport, Annual General Meeting, London, 1962.

February 22-March 4.—Amsterdam Show, March 16.—Institute of Transport, Annual Dinner, The Dorchester Hotel, London, April 7-8.—National Coach Raily, Blackpool, April 36-May 5.—F.I.S.I.T.A. Ninth International Automotive Technical Congress, Church House, Westmisser Technical Congress, Church House,

Westminster.

May 5-6.—8th British Coach Rally, Brighton.

May 8-18.—Mechanical Handling Exhibition, Earls

Court. 15-17.—Public Transport Association Con-

May 15-17.—Public Transport Association Conference, Harrogate ,
May 18-20.—Institute of Traffic Administration,
Annual Conference, Blackpool,
May 29-June 1.—Institute of Transport Congress,
Cardiff.
September 21-29.—Commercial Motor Show, Earls

15-17.—Road Haulage Association Con-

Greenee, Bournemouth,
October 17-27.—Earls Court Motor Show,
Following are the provisional dates of Continental
shows for 1962: Copenhagen—March 7-11; Geneva—
March 15-25; Paris—October 4-14; Turin—October
31-November 11.

#### TRIBUNAL'S DIRECTIONS ON **OBJECTION RIGHTS**

N the second Securicor appeal, Security Express, Ltd.—who had objected to the appellant's original application — were not listed as respondents, and Mr. E. S. Fay, Q.C., had to apply to the Tribunal, on their behalf, to be so included. The reason for this was because the application had been published in "A's and D's" and subsequently republished as an amendment.

Granting Mr. Fay's request, Sir Hubert Hull said that he wished it to be known by Licensing Authorities that in future, where an application had attracted properly timed objections, and the application was then subsequently amended, the original objectors retained their full rights.

respects, my view is that undercutting is a good thing."

For the respondents, Security Express, Mr. E. S. Fay, Q.C., said that upon the facts what had been said about the crime wave had been greatly exaggerated. The policy of the appellants had been to obtain customers by the free use of motorcars. They had built up their busi-ness in a "phenomenal fashion" and had refused to abandon private cars as a means of increasing their business. If the appeal were allowed, Security Express would "go to the wall" if they did not adopt the same methods. The real motive was not one of safety, but rather the more mundane question of money. If such applications were granted, it would open a back door which should not be opened.

Concerning the second appeal, in respect of the Gravesend vehicles, Mr. Fay said that the application was not at all well thought out.

The tribunal's decision was reserved. In an exclusive interview with The Commercial Motor after the hearing, Mr. Keith Erskine, managing director of Securicor, said that if they lost this appeal, they would go to the Court of Appeal.

# Men the News







Mr. A. M. Porkess

Mr. N. M. F. Vulliamy

Mr. R. G. Tollev

Mr. Reay Geddes, managing director of the Dunlop Rubber Co., Ltd., has been elected the new president of the Motor Industry Research Association. He succeeds Sir Bertram Waring.

Mr. D. Jocelyn, sales manager of County Motors (Carlisle), Ltd., has been appointed director and general manager of Tinkler and Co. (Motor Implements). Ltd., Penrith, an associate of the Carlisle firm.

Mr. N. M. F. Vulliamy has been appointed chief engineer (diesel) of the Perkins Group, Peterborough. He is succeeded as manager of the group's experimental department by Mr. A. M. Porkess.

Mr. R. G. Tolley has been elected to the board of Simms Motor Units, Ltd. He joined Simms in March, 1960, and when, later in the year, Simms bought their new factory at Ponders End, he was appointed general manager of the electrical division there.

Mr. D. Gibling has been appointed sales engineer, southern area, for Cranes (Dereham). Ltd., and for the recently formed Crane Fruehauf Trailers, Ltd. He is based at the London office. For several years prior to this appointment, he was engaged in the works and drawing office of Cranes (Dereham), Ltd.

Since he was appointed export sales manager of J. C. Bamford (Excavators), Ltd., Rocester, Staffs, early this year, Mr. A. G. Smith has visited every country in Europe. He has also toured the Caribbean area, some South American countries, and West Africa. All his European visits have been made in the company's private executive aircraft, "Exporter."

Mr. R. Broadbent has joined the board of the British Thermostat Co., Ltd., the parent company of the Teddington Group, as executive director. He has also been appointed chairman of Teddington Autocontrols, Ltd., Teddington Controls (Export), Ltd., and P. W. Baker and Sons, Ltd., and has joined the board of Teddington Aircraft Controls, Ltd. Mr. C. S. Gardner, managing director of Teddington Aircraft Controls, Ltd., and Mr. R. H. Seward. managing director of Teddington Autocontrols, Ltd., have also joined the board of the parent company.

Mr. J. R. Taylor has been appointed technical service manager, surface coating resins, of British Resin Products, Ltd. He was formerly technical manager of Goodlass, Wall and Co., Ltd.

Mr. A. McL. Aitken, who has been with Albright and Wilson since 1955, is to join the International Nickel Co. (Mond), Ltd., as a development officer in the development and research depart-

Mr. A. J. Ashman has been appointed a member of the Transport Users' Consultative Committee for the south western area until July 31, 1962, as a representative of commerce, in place of the late Mr. W. G. Dascombe.

Mr. C. G. Smith has been appointed to the new position of distribution manager for the Ekco group of companies. He will control the storage and transport facilities of the finished products of E. K. Cole, Ltd. Mr. Smith has been with the Ekco organization since Mr. J. G. Hunter, managing director and founder of the Peterborough motor firm of G. K. Hunter, Ltd., retires at the end of this year when the business will be closed down.

#### Obituary

WE regret to record the death of Mr. J. Miller.

Mr. Miller, who was 60, established a haulage contractors' and motor hiring business in Kilmarnock more than 30 vears ago.

#### ROAD LINK FEARS

SERIOUS doubt about the adequacy of the road link between the West Riding and Hull was expressed last week by the East and West Ridings Regional Board for Industry. It is feared that, should Britain enter the Common Market and the level of trade between Britain and the Continent is boosted, there will be serious difficulties. The board is to request the Minister of Transport to send a representative to discuss the matter with them.

#### Municipal Contracts

Great Yarmsouth Corporation is recommended to accept the £2.328 tender of Mann Egerton and Co., Ltd., of Norwich, for two Scammell mechanical horses, It is also recommended to accept the £350 tender of Bussey and Sabberton Bros., Ltd., for a 5-cwt. Ford van.

Loughborough Corporation is recommended to accept the tenders of Gillotts Garage, Ltd., Loughborough, for a Ford Trader lorry, fitted with a steel ladder gantry, for £980; and a Ford Thames 10-cm, van, fitted with a passenger seat and a ladder rack, for £487.

tor £487.

Southampton Corporation is recommended to order two Ford tipper lorries from Condor Motors (Braintree), Ltd., and a 7-ewt, Ford van from B. A. Rolle and Sons, Ltd., Romsey.

Stalybridge Corporation Highway, Plans and Sewerage Committee, has accepted a £770 tender from Regent Motors, Ltd., Stalybridge, for a 30-ewt, Commer lorry.

The Metponalitan, Water B.

Commer lorry.

The Metropolitan Water Board Works and Stores
Committee, bas accepted a £398 10s, tender from
Ibbett Enginering Co., Ltd., for a 30-cwt, selfloading, low-level trailer.

loading, low-level trailer. West Sussex Fire Brigade Committee, has authorized the ordering of three Bedford water tender chassis at a total cost of £2,500, H.C.B. Engineering, Ltd., Totton. Southampton, have indicated that, if the chassis can be delivered to them early in 1962, they are prepared to build the three water tenders at the 1960/61 prices as an extension of their exist-

Chester Transport Committee, recommends acceptance of a quotation of Guy Motors, Ltd., for four bus chassis with Gardner engines at a total cost of £11,483.

Watford Highways Committee, recommends acceptance of the £528 tender of W. Harold Perry, Ltd., of Station Bridge, Wealdstone, for a 15-cwt. truck.

Glasgow Education Committee has accepted the £639 tender of J. Mitchell of Greenock, Ltd., for an Austin 152 Omnicoach (13-seater). The Parks Committee has accepted a £535 tender from Wylles, Ltd., for a 15-cwt, Thames van.

Walsall Corporation Transport Committee has accepted a tender from Metro-Cammell Carriage and Wagon Co., Ltd., for the rebuilding of four bus bodies at £1,049 each, It has also accepted a £3,975 tender from Leyland Motors, Ltd., for a Lowlander bus chassis.

25,075 tender from Leyland Motors, Ltd., for a Lowlander bus chassis.

Brighton Watch Committee recommends the purchase of a standard Bedford-Miles emergency fire tender vehicle at approximately 23,000.

Croydon Transport Committee recommends the purchase for the Borough Engineer's dept., of an Austin A35 van at £361 and an Austin T.200 2-ton tipping truck with B.M.C. diesel engine, drop-side tipping body and Pilot OV2 tipping gear at £1,023. The Committee has invited tenders for the supply, during the year 1962/63, of a Bedford pump foam tender for the fire brigade.

Berusoudsey Borough Council has received consent to the borrowing of £11,750, for the purchase of four refuse collection vehicles.

to the borrowing of £11,730, for the purchase of four refuse collection vehicles.

Exeder City Council Lighting and Cleansing Committee is to accept £1,989 quotation from Standfield and White, Ltd., for two diesel-engined Karrier Bantam refuse collection vehicles,

Luton Corporation Transport is ordering six Albion Lowlander chassis from Leyland Motors.

Stockton-on-Tees Corporation are to order seven bus chassis from Leyland Motors, Ltd., for delivery in 1963. Tenders for the bus bodies will be invited from Park Royal Vehicles, Ltd., and Metropolitan-

from Park Royal Venicies, Ltd., and McHopellian-Cammell Weymann, Ltd.

Edinburgh Transport Department is to buy for £6,000 an experimental Albion Lowlander double-deck bus for use on routes which are meantime unsuitable for double-deck operation.

#### Drivers' Records Exemption Sought

From our Political Correspondent THE Government aim to have the Road Traffic Bill through the Lords by Christmas, and into the Commons—where it faces a stiffer test early in the New Year.

This week, the Lords have been taking the committee stages of the Bill, which is when amendments are debated.

Many of the amendments were not discussed on Tuesday, the first day of the committee stage. Lord Somers and Lord Foley had tabled a new Clause seeking to give the Transport Minister complete authority over the placing and design of all road traffic signs and markings, so as to ensure conformity throughout the country by 1963.

Lord Merrivale sought to add another new Clause giving the Minister power to authorize the reintroduction of trolleybuses by local authorities.

Lord Derwent had also tabled a new Clause, proposing that the need to keep records be lifted in respect of vehicles not exceeding a specified weight, used for collection and delivery or other local

services. The Minister would have the final decision in individual cases.

#### Records Offences-Act to be Contested?

THE automatic prosecution of a haulier when his driver is charged with failing to keep current records may be contested before a higher court, Mr. R. Vick, counsel for A. May Transport, Ltd., of Stepney, London, hinted in Thames Magistrates Court on Monday.

The company-who denied four summonses alleging that on four days in May they failed to ensure that one of their drivers kept current work recordswere found guilty on two of the offences by the magistrate, Mr. Donaldson Loundoun, and fined £20 on each.

Mr. Vick told the magistrate that the driver was not employed in driving at the material time within the meaning of the Road Traffic Act. Similarly, concerning another charge, the company could not be liable for their employee's act because the driver had taken away a loaded vehicle without permission.

Regarding the fourth charge, the driver had entered something on his worksheet which was manifestly false.

Giving judgment, the magistrate said that it was the absolute duty of the company to take reasonable steps to ensure accurate records were kept. He added. "I do not consider these as being trivial offences."

#### **BIG GUY ORDER**

THE first big order for Guy Motors (Europe), Ltd., since it came under Jaguar Cars' control was announced this Wolverhampton Corporation have asked for 50 Guy Arab double-deckers. worth about £150,000; this follows an order for 30 similar buses, now entering service.

## 40 m.p.h. for Goods Vehicles Government Hint

From Our Parliamentary Correspondent

BID to ensure that speeding would A not be included in the offences leading to automatic disqualification failed on Tuesday when the Lords considered amendments to the Road Traffic The House rejected the idea by 50 votes to 11 after Ministers had described moves to raise speed limits.

Lord Hailsham said that last week the Departmental Committee on Safety had, in general, come down in favour of proposals relating to safety limits on vehicles other than buses and coaches. The principal one was that the maximum speed limit outside builtup areas for ordinary goods vehicles not drawing trailers should be raised from 30 to 40 miles per hour.

If this proposal went through, he said, it would make it much more difficult for the driver of a goods vehicle charged with exceeding his legal speed limit to claim he was committing a technical offence in which no element of danger was involved.

Lord Chesham, Parliamentary Secretary to the Ministry of Transport, said the Minister was asking all local authorities to review speed limits on classified roads and it was hoped this review would be completed as soon as possible.

Moving the amendment, which would have taken speeding out of the list of disqualification offences, Lord Derwent said that, if it were accepted, speeding would still be an offence for which a licence was endorsed and for which a court might disqualify. Speeding, he said, could be absolutely technical or extremely serious. He thought it wrong that, where it was a purely technical offence, a man might lose his licence and possibly his livelihood.

Lord Hawke pointed out that on many vehicles the speed limit had been kept unrealistically low because there had been a dispute between employers and employed for many years over the question of the alteration of schedules should the limit be lifted. On another category of vehicles the limit was imposed in order that the Treasury might safeguard the purchase tax revenue.

In both cases the drivers were bound to exceed the limit almost the whole of their time on the open road in the natural

course of their business.

"I cannot be a party to a law which, by maintaining unrealistic speed limits on these vehicles for reasons other than road safety holds over the head of every commercial driver the threat of disqualification," he said.

The House was due to consider the Bill

again yesterday.

#### Special Vehicles to Serve New Project

AN application by J. Fish and Sons, Ltd., Bristol, for eight special vehicles for the haulage of fertilizer raw materials from Avonmouth Docks to the site of the new factory of I.C.I. now being developed on Severnside, was granted by the Western Licensing Authority, Mr. S. W. Nelson, on Monday after normal user had been amended from General Goods Great Britain to Goods for LC.L. 10 miles

The applicants also gave an undertaking to two objectors, R. and W. Febry and Sons, Ltd., and Wrings Transport, Ltd., that they would not accept work from Fisons and the National Smelting Co. Mr. T. D. Corpe, for the applicants, said that although the Co. distance from the docks to the new I.C.I. site was only five miles, the matter of transport was a difficult one because vehicles of a special type were required. The "A" Licence vehicles operated by the applicants could not be used for the purpose. The special vehicles would cost a great deal of money and Messrs. Fish did not want to commit themselves until they had a licence.



Five of these A.E.C. Reliances with M.C.W. 42-seat bodies were officially handed over on Monday to Rochdale Corporation Transport Department, The 30-ft, x 8-ft. over on Monday to Rochdale Corporation Transport Department. The 30-ft. x-8-ft. vehicles have Deans electrically-operated doors and are provided with equipment to enable the driver to use an Ultimate ticket machine and Syro change-giver. Unladen weight is 6 tons 1 cwt. 3 qrs.

## Bid for Low-loaders Fails

AN application by F. J. Hope (Transport), Ltd., of Hatton Road, Bedfont, Middlesex, for eight additional vehicles on A licence for the carriage of general goods and indivisible loads throughout Great Britain was refused by Mr. C. J. Macdonald, the Metropolitan Deputy Licensing Authority, in London on Monday.

Four of the vehicles sought were to be acquired, the remainder were already operating under a B licence which was to have been surrendered if the application had succeeded. The B.T.C. and several independent hauliers opposed the grant.

At an earlier hearing, Mr. Ralph Cropper, for the applicants, told the Authority that the company already operated eight vehicles on an A licence. One of the reasons for the application was to secure complete flexibility between all vehicles.

On Monday, Mr. F. J. C. Hope, the proprietor, in answer to Miss Elisabeth Havers, for the independent road operators, said that the four vehicles on B licence were forced to do a considerable amount of empty running because of their limited conditions. General goods amounted to about 75 per cent. of the carryings; the rest were indivisible loads,

The A-licensed fleet consisted of three 25/30-ton capacity low-loaders, but the

vehicles to be acquired were only semilow-loaders of 16 tons capacity, which could be used for both classes of traffic.

Giving his decision, Mr. Macdonald supported the submission of the objectors that there was no case to answer. Mr. Hope, he said, was unconvincing and sometimes completely irrelevant. Then there was the fact that Mr. Hope was also the managing director of J. Steele and Co., Ltd., of Datchet, Berks, to whom Hope sub-contracted about 40 per cent. of their total work. He was entitled to know a very great deal more about that. It was a serious omission. In addition, there was another application being made for a vehicle on B licence and a variation to a higher unladen weight on the A. neither of which had been mentioned.

. Mr. Macdonald concluded by suggesting that Mr. Hope might consider an application for a B licence for a vehicle to take trailers to and from his customers' premises to his own depot.

#### Long Trail on Those Long Loads

NDIVIDUAL Orders will be required for the movement of loads over 90 ft. long in the near future. This was stated by Mr. John Hay, Parliamentary secretary to the Ministry of Transport when announcing that new controls were to be introduced shortly. He admitted that the Ministry's original proposals made in May, 1960, have met with considerable opposition. It was then suggested that the Motor Vehicles (Authorization of Special Types) General Order should be amended to prevent the movement of any load which, with its carrying vehicle, exceeded an overall length of 80 ft. other than by individual

When discussing their objections to these individual proposals with the Ministry in October, 1960, the National Road Transport Federation submitted that an 80 ft. restriction would be unrealistic as a special Order could even be necessary for empty running. It was at this meeting that the Ministry agreed to consider amending this restriction to 90 ft. for which authorization is now expected.

#### Trolleys to Go

DESPITE many local protests, Cardiff Transport Committee are adamant that the city's trolleybuses must be scrapped.

The undertaking's general manager, Mr. J. F. Siddall, announced at the committee's meeting last week that the trolley-buses had one basic failing. They were tied to an overhead line and were thus extremely difficult to manœuvre in heavy traffic. "It is asking too much of a driver to expect him to keep an eye on the overhead wires and pay full attention to the road at the same time," he said.

The City Treasurer and Controller, Mr. R. L. Davies, said that trolleybuses had lost the financial advantages they once possessed.

#### BUTLIN'S CAMP SERVICE GRANTED

THE North Western Traffic Commissioners have now granted the application by the North Western Road Car Co., Ltd., to operate express carriage services between Manchester and Scarborough, with a picking-up and setting-down point at the Butlin's Holiday Camp at Filey. As recorded in The Commercial Motor of November 17, an extension had been asked for, the agreed experimental period of one year having elapsed.

#### SMOOTHING THE WAY

E DINBURGH is planning a preferential lane for passenger transport vehicles in Princes Street in an effort to achieve a faster, smoother flow for them. The plan will involve rearrangement of taxi ranks on the south side of the street.

#### YORKSHIRE WOOLLEN DISTRICT SEEKS JUSTICE

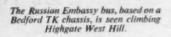
BECAUSE of difficulties that have arisen over the years with Dewsbury and Batley Corporations, the Yorkshire Woollen District Transport Co., Ltd., has deposited a Bill to vary the terms of the Yorkshire (Woollen District) Transport Act. 1931.

Under the Act, the company pays a proportion of the profit from certain services to the two Corporations. The difficulties arose over calculating the profits, which were based on figures fixed in 1931. These were now unrealistic, claimed the company, especially the 3½d, per mile allowance for depreciation and interest on capital.

The Bill proposes that, where agreement cannot be reached, these matters should be referred to arbitration.

#### Russians Choose TK Bus

ONE of the British buses now operated by the Soviet Embassy in London is seen in the accompanying picture on the daily school service between the Russian Trade Delegation H.Q. in Highgate and the Embassy in Kensington. The vehicle has a Russian driver and presents an unusual application of a petrol-engined Bedford TK chassis for passenger bodywork which was built by Strachans (Successors), Ltd. Some years ago the Embassy used a Russian-built bus in London but this was returned home as being unsuitable for traffic conditions here. British vehicles now operated also include a slightly larger coach based on a Thames chassis.





# No Guarantee of Licences

THE Court of Appeal on Monday dismissed an appeal by Mr. G. H. G. Garbett, haulage contractor of Ruskin Park House, Denmark Hill, London, S.E., who claimed that he was entitled to damages against ballast merchants for breach of contract in connection with the issue of haulage licences for work on the Staines by-pass last year.

The court upheld a judgment of Judge Rawlins at Slough County Court on May 12 in favour of T. W. Bates (Aggregates), Ltd., of Bedfont Road, Stanwell.

Mr. Garbett alleged that under a contract with the company in July, 1960, there was an express condition that he should be enabled to operate three vehicles under a contract A licence for the haulage of hoggin from a pit at Iver, Bucks, to the by-pass.

In October, 1960, he was informed by the Licensing Authority that the earlier issue of contract A licences to him was

invalid

Mr. Garbett contended that he would have been able to earn more money under contract A licence than under a temporary B licence, which the Licensing Authority was prepared to allow him.

Giving judgment the Master of the Rolls (Lord Evershed) said that if there were an oral term under the contract regarding contract A licences it was difficult to discover exactly what it was,

Had Mr. Bates warranted that contract

#### CAR PARKING SURVEY

NTRODUCING a national car parking survey, carried out by the British Road Federation, Lord Derwent, the B.R.F. chairman, said in London on Tuesday: " It is true that a number of local authorities are trying to overcome the problem. But, generally, one is confronted with an impression that there is a definite lack of He called for a stronger approach to the growing problem of longterm car parking on public roads.

A licences would be issued by the Authority, it might be said that there had been a breach, but the evidence fell far short of proving anything in the nature of warranty

His lordship was by no means satisfied that even if there had been such a term Mr. Garbett could have proved damage.

Lord Justice Donovan said that the case stood or fell according to whether or not the contract contained an implied condition. That was a question of fact and the trial judge was entitled to accept the evidence of Mr. Bates that there was no such condition. Lord Justice Danckwerts agreed that the appeal should be dismissed with costs.

#### TEST CASE UNDECIDED

A TEST case to decide whether or not an Austin Omnicoach, fitted with a roof rack upon which flowers are carried for hire or reward, is a goods vehicle within the wording of the 1960 Road Traffic Act was adjourned sine die at Bow Street (London) magistrates court on Tuesday because of the nonappearance of a prosecution witness. The defendants, Flower Freight Co., Ltd., of London (who hold no carriers licences at all), had requested the Metropolitan Licensing Authority to prosecute them in order that the question can be decided, if necessary, before the Divisional Court.

## B.T.C. Withdraws Appeal

WEST COUNTRY haulage contractors were intrigued last week when they heard that the British Transport Commission had withdrawn notice of appeal against the granting of a licence to Mr. Arthur Duckett, of Highbridge, Somerset, for six vehicles to carry root crops from farms within a radius of 125 miles of operating centre.

The licence (a variation to existing conditions) had been granted at Taunton on September 25, to apply from that date to February 24 next. But the B.T.C. gave notice of appeal and Mr. Duckett's lorries were unable to carry on collecting sugar beet from local farms in the Bridgwater area for delivery to the factory of the British Sugar Corporation in Kidderminster.

The lodging of the appeal meant that if he continued carrying the beet he risked prosecution; alternatively he could repudiate his contracts with the growers and risk prosecution for breach of contract.

The farmers were angry when they found that their beet could not be moved, and was deteriorating.

Then on November 22 the B.T.C. withdrew its appeal. No reason was given to Mr. Duckett, who, although his lorries had been idle for three weeks pending the hearing of the intended appeal, was very relieved when he heard that their objection had been withdrawn.

#### Application "Ambitious"

GRANT of one 11-ton articulated A GRANT of one 11-ton articulated unit was made by the Scottish Licensing Authority, Mr. W. F. Quin, in Glasgow last week in respect of an application made to him in October by James McKelvie and Co. (B.M. and P.), Ltd., Barrhead (see "The Problem of Long, Flexible Loads," p. 341, The

Commercial Motor, October 13).

McKelvie and Co. had asked for an

A licence variation for five articulated units of a total unladen weight of 55 tons

In announcing his decision last week, Mr. Quin said the application was rather ambitious, and there was no evidence to support a grant of its size. It should be emphasized, he added, that where railway facilities were suitable they should be used.

# Thirty-five Drivers Fined

MINISTRY of Transport road check A MINISTRY of Transport the A2 London to Dover road at Bridge. near Canterbury, led to 35 drivers and three firms being ordered to pay a total of £82 10s, in fines and costs at Canterbury last week.

Reynolds (Kent), Ltd., of Swanscombe, were fined £2, with 10s. costs, for failing to cause proper records to be kept, and Sunbeam Photos, Ltd., of Margate, were fined £1 for the same offence. Sunbeam's driver, James Tiltman, was also fined £1 for not keeping records of his journeys.

Mr. J. Girling, for Sunbeam and Tiltman, said it was very difficult for such a firm to keep proper records when photographers were also drivers, as a large percentage of the hours of work recorded were not spent in actual driving.

The road check also revealed that two

Whitstable men, John and Peter Allen, trading as Allen Brothers, of Reservoir Road, were using their van without a licence. They were each fined £1.

One driver, Norman Deverall, of Sturry Road, Canterbury, was fined £1 for making up his driving record sheet for three days in advance.

Another, Arthur Burgess, a carrier of Barham, near Canterbury, pleaded not guilty to failing to keep proper records. He told the court he had written his normal route and the description of the type of goods he usually carried in the front of his record book to save him writing down the same thing every day. He was convicted, but given an absolute discharge and told by the magistrate to consult a Ministry of Transport inspector about making them out properly in

### PROSECUTIONS FOLLOW ROAD CHECK

THIRTY-FIVE lorry and van drivers and a number of employers were fined a total of £79 10s. at Worthing on Monday for offences under the Road Traffic Act, 1960, in not keeping a record of hours worked.

Mr. J. A. P. Bartlett, who prosecuted for the Ministry of Transport, said the prosecutions arose from a check made on the Upper Brighton Road, Worthing, on July 14 by Ministry of Transport traffic examiners.

Mr. Bartlett said the summonses against the drivers were for failing to keep records and, in the case of employers, failing to cause the records to be kept. He said the law was that journeys had to be recorded as soon as they occurred. In the cases before the court, in some instances records were deficient, and in others they had not been kept at

### Irish Hauliers Demand Freedom

THE Eire Road Transport Association has sent a statement of policy to the Irish Premier, the Minister for Transport and Power, the Minister for Industry and Commerce and all Dail Deputies and Senators, demanding freedom of area; freedom of merchandise; freedom of vehicle weight and type; freedom to progress and expand, and freedom and encouragement for private enterprise.

The Association says that its members have a "very real" grievance and states:
"We believe it is contrary to our Constitution which guarantees equal opportunity for every citizen, and we demand that the Government should review and revise the position of all hauliers at the

very earliest moment."

Transport, the official journal of the Association, calling for a revision of the road transport system, says that the Road Transport Act which followed closely the British Road and Rail Traffic Act, 1932, was totally unsuited to Irish conditions. "As the years went by its shortcomings became more and more apparent. Nevertheless, after 28 years it is still the basic Act governing internal road transport. In 1933 the Government introduced new transport legislation to regulate transport and deal with the problems of the decreasing use of an ineffici-When the Bill ent railway system. became law the transport of goods in this country for reward was confined to the State transport undertaking and licensed carriers

The picture of road transport as we knew it in 1933 and as we know it in 1961 bears no resemblance. In 1933 the average journey by road was 25 miles and the average load about 21 tons. Today, to operate so as to earn a living in keeping with our improved conditions, a truck would need to carry at least 10 tons and be able to travel at least 120

#### NEW PACKHAM LIVERIES

NEW livery has been issued to all drivers and handling staff of the Packham distribution concern. All road staff have received blue boiler suits with the Packham Service symbol embroidered in blue, lime green and black on the breast pocket, and waterproof-topped peaked caps with the Service symbol as a full colour cap badge.

Warehousemen receive a grey dust coat with the Service symbol embroidered on the breast pocket. Suits and coats are laundered and changed over by the

company each week.

The staff concerned have welcomed this improvement in company presentation. From the management point of view the chairman, Mr. A. Packham, says he believes that the new outfits, together with the new vehicle liveries adopted this year, will be a good morale booster

which will bring benefits to both the company and its customers.

### Improved Thames Traders

VARIOUS improvements and modifications to increase the life and reliability of Thames Trader models are now being incorporated in production.

New transmission features include castiron casings for clutch and gearbox and increase in rear-axle capacity to 18 500 lb The chassis-frame flexibility has been increased by use of cold riveting techniques throughout the assembly, and the recently announced five-speed, synchromesh gearbox is available as an optional extra on all six-cylinder-engined chassis of above 5-tons capacity.

Engine improvements include cylinder liners, modified exhaust valves, improved timing gears and stronger valve springs. The valve springs are used in conjunction with a new camshaft to stepup the valve-bounce period to 4,400

### Ulster Transport Debt

THE Northern Ireland Government proposes to write off £9,645,000 of the Ulster Transport Authority's capital debt. This will have no effect on the Authority's rates and fares. So far as the U.T.A. is concerned, the capital debt is considered a book-keeping transaction. With interest it has mounted-and the Mininstry of Finance has paid.



Mickleover Transport, Ltd., built the one-piece moulded, reinforced plastics body on this Thames 2-ton 10-ft. 8-in. wheelbase chassis. The cab and floor are integral with the body which is of the usual Mickleover "sandwich" construction having inner and outer skins of colourimpregnated reinforced plastics and a central core of 2-in. polystyrene. T. Wall and Sons (Meat and Handy Foods), Ltd., use the vehicle for the transport of meat food of various types.

# T.R.T.A. Official Urges Local Activity

THE need for all commercial vehicle I operators to have their own local T.R.T.A. "club" where matters arising in the locality affecting their transport could be discussed and considered was stressed by Mr. H. R. Featherstone, national secretary of the Traders' Road Transport Association, at Carlisle, on Wednesday.

The occasion was a meeting of members called to discuss arrangements for the formation of an area organization to cover Cumberland, Westmorland and the Barrow-in-Furness area.

Mr. Featherstone, who explained that the T.R.T.A. was organized on the basis of 12 divisions covering England, Scotland and Wales, pointed out that each division was entitled to set up more Those localized area organizations. which had done so found that one of the benefits was that the individual

member was able to make a positive contribution to the formation of both divisional and national policy.

Mr. Featherstone said there were now over half a million firms operating a total of 1,250,000 C licensed vehicles. added: "Fundamentally the association stands for freedom of choice by traders in the use of their own transport and, more specifically, freedom to operate C licensed vehicles.

We dare not take this freedom for granted; in fact there is little doubt that quite a lot of people would like to see C licence freedom restricted. Can anyone doubt that pressure to restrict the C licence, physically or fiscally by way of discriminatory taxation, will increase rather than diminish?"

Dealing with the traffic work of the T.R.T.A., Mr. Featherstone said: "Trade and industry are beginning to wake up to the threat which is implicit in widespread bans on commercial vehicles stopping to load and unload. Those whose business it is to supply the shops with goods, as well as the shopkeepers whose deliveries would be affected, are coming in to support us in our aim to ensure that no loading ban is introduced unless it fulfils a number of conditions. of these conditions is that other methods of easing traffic congestion have been tried first or shown to be impracticable."

Referring to the association's work on and advice offered regarding the new regulations affecting the excess fuel device on diesel engined vehicles, Mr. Featherstone commented: "Those regulations could cause the operator a lot of trouble and I would recommend all affected members to consult our guidance notes.'



# The Thames Trader scores with a fistful of new knock-out points!

The 7, 7½ ton and Trader artic models continue to be world-beaters. Look at some recent refinements made to these great vehicles:

### MORE PUNCH AND STAMINA FOR THE ENGINE

New cylinder liners
 New type exhaust valves
 Timing gears of improved materials and design
 Stronger valve springs used in conjunction with a new camshaft form stepping up valve bounce period.

### GEARBOX STRENGTH

Stronger 4-speed gearbox now has a cast iron casing.

### **NEW 5-SPEED GEARBOX**

 New 5-speed gearbox offered as optional extra with choice of 2 gear trains – direct and overdrive.

### REAR AXLE CAPACITY

 Many improvements have been made to the rear axle increasing the capacity and strength.

These rugged Traders manœuvre well and produce power with great economy. The overdrive version of the new 5-speed gearbox assists in fuel saving and reduces engine wear. The Trader cab is comfortable and safe. Greater gear flexibility and Hydrovac braking (now standard on these trucks) make the Trader a real pleasure to handle.

### TRADER DATA-7 ton Thames Trader

Max. G.V.W. .. .. 204 cwt.

Chassis Cab wt. .. .. 56 cwt. (approx.)

Torque lbs./ft. .. .. .. 253 lbs. at 1,500 r.p.m.

B.H.P. .. .. .. .. 108 at 2,500 r.p.m. Frame modulus .. .. 10.00

Frame modulus .. .. 10.00 Wheelbases .. .. .. 108", 138", 160"

Chassis/Cab Price .. from £1,157

Exceptionally adaptable to special bodies
Full range from 11-10 ton plus



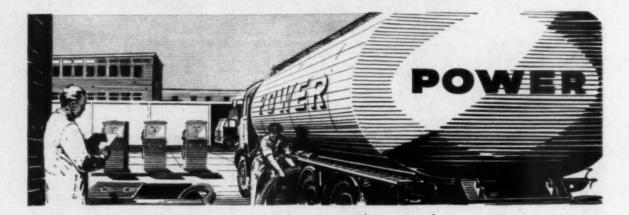
New 12 ton gross Tanker chassis (2,000 galls)

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### European Traffic Code in Preparation

PREPARATORY work is well under way in the drafting of a traffic code for Europe. It is expected that the initial drafts will be issued early next year. the Conference of European Ministers of Transport was told in Paris last week.

Meanwhile, the Common Market Commission has drafted guiding principles for common international road transport regulations. The draft, which goes to the Market's ministerial council for acceptance, foresees the liberalization of C-licensed road transport by the abolition of all quota systems by December 31, 1962, and the abolition of all concessioning of such transport within the Common Market by December 31, 1963. The end of 1962 is now recommended for the final decisions on date-limits for international transport co-ordination.

# Comprehensive Buyers' Guide

New Edition of Reference Work

THE eighth edition of "The British Commercial Vehicle Industry" has been published by Temple Press Limited, Bowling Green Lane, London, E.C.1, price 42s. net (postage 2s. 6d. per copy). As usual, this biennial publication provides a comprehensive reference work for home and overseas buyers with respect to the complete range of commercial vehicles, their adaptations and their components, as produced in Great Britain.

Tables detailing all types of goods vehicles, passenger vehicles, battery-electrics, dump trucks and municipal vehicles are included, together with information about the products of all the principal British trailer and semi-trailer manufacturers, all of these sections being profusely illustrated. Also included is a buyers' guide to the British body-manufacturing industry and descriptions of all types of components, including tyres and workshop equipment.

There is a classified list of the names and addresses of all the British manufacturers in these fields, and a geographical index of British vehicle manufacturers' overseas factories, agents and distributors. The book is comprehensively illustrated throughout, and altogether forms a well-presented and up-to-date picture of the British commercial-vehicle industry.

# Explosions in Handling Spirit

CONTEMPT born of familiarity in handling petroleum spirit," even in licensed premises, is severely criticized by H.M. Inspectors of Explosives in their annual report for 1960.

The Inspectors have told the Home Secretary that: "Accidents relating to the draining of vehicle fuel tanks were a very disturbing feature of the records for 1960. There were 13 such incidents. 10 of them at licensed premises, resulting in the loss of three lives and more or less serious injury to nine other persons, usually by burns."

In most cases, the report adds, there was ignition of highly inflammable vapour accumulated in inspection pits or under ramps used for fuel tank cleaning.

"These accidents seem to show a contempt born of familiarity in handling petroleum spirit, for it would seem that on licensed premises the essential hazards would be fully appreciated," the Inspectors comment.

It cannot too often be said that highly inflammable liquids are dangerous substances, and should always be treated with great respect."

The report continues that it should also be recognized that petroleum spirit gives off a heavy vapour which travels

considerable distances over the ground, and may result in flashbacks from quite unsuspected sources of ignition. Moreover the vapour collects in depressions and inspection pits, and in these circumstances an ordinary wire-protected inspection lamp can be a great source of danger.

The Inspectors add pointedly: "The local authorities might consider in what situation fixed or portable flameproof equipment should be insisted upon.

In all, 14 people were killed and 47 injured in 65 accidents involving highly inflammable liquids which were reported to the Inspectors last year.

There were two serious accidents during the discharge of petroleum spirit at petrol filling stations, and in one the tanker driver received fatal burns and three others were injured. In this case, petrol leaked during discharge, and vapour was ignited at an unknown source.

On other licensed premises, there were 28 accidents, involving three deaths and injury to 16 people.

Eight further casualties were caused during conveyance of petroleum, though two of the four accidents in this category involved ships.

# Shortage of Vehicles

THERE was a shortage of vehicles for I transporting farm produce and agricultural equipment in the West Midlands, it was stated at Shrewsbury last Friday when three witnesses supported a B licence application by Mr. E. T. M. Owen.

The applicant said he had four vehicles on contract with Timmis and Tudor, Ltd. Three of these had been taken over by H. G. Rowan and Sons, Ltd., but one tipper had been retained. He asked for a B licence for this unit, as it was not fully employed under the contract. He wanted it to carry goods for Timmis and Tudor and general goods within 25 miles of base. The vehicle had been on contract for five years and had collected cattle foods from Manchester, Liverpool and Ashbourne, Several people asked for consignments to be moved, but usually sub-contractors had to be employed.

Mr. W. H. Tudor, a director of Timmis and Tudor, Ltd., said that during the past two years they had been unable to justify the contract with Owen, using the vehicle only two or three days a week.

A corn merchant, Mr. C. A. Salter, said that during the past year his business had doubled and now the transport situation was impossible. He would be able to employ the vehicle for about two days a week. He told Mr, G. H. P. Beames, objecting for British Railways. that it would be required to go as far as Welshpool, Malpas and Wrenbury.

Mr. V. A. Downs, of William Hayes and Sons, Ltd., lime merchants, said he had been trying to obtain hauliers as far afield as Kidderminster, to carry slag. rubble and lime, but with no success.

The West Midland Deputy Licensing Authority, Mr. R. Hall, granted the B licence but amended the normal user to read: "Foodstuffs and fertilizers for Timmis and Tudor and collections from Manchester, Liverpool and Ashbourne, and general goods within 25 miles for Mr. C. A. Salter, Mr. W. T. Taylor and William Hayes and Sons, Ltd."

### New Companies

Petty's Livestock Hablage, Ltd. Cap. £100.
Dirs.: E. H. Petty, Bourne Farm House, Bourne Road, Bexley, Kent; R. Vaughan, "Tudorlands," Crawley Down, near Crawley, Sussex. Sec.: R. Vaughan. Reg. office: "Tudorlands," Crawley Down, near Crawley, Sussex.

D. Cotter and Sous, Ltd. Cap. £1,000. Dirs.: D. Cotter and R. A. Cotter, 51 Cumberland Road, London, E.13; R. H. Cotter, 19 Seaton Street, London, E.13; R. A. Cotter, Reg. office: 21 Little Russell Street, London, W.C.1.

B. Peskett, Ltd. Cap. £100. Dirs.: B. G. J. Peskett and J. V. Peskett, 2 Ripple Villas, Ripple Road, Barkina, Essex. Sec.: J. V. Peskett. Reg. office: 45 Butts Green Road, Hornchurch, Essex. Day Transport, Ltd. Cap. £5,000. Dirs.: F. L.

Day Transport, Ltd. Cap. £5,000. Dirs.: F. L. lackenzie and K. Mackenzie, 57 Beaumont Avenue, Vembley. Sec.: F. L. Mackenzie. Reg. office: 5 larrow Road, Wembley.

Welva Transport Co., Ltd. Cap. £1,000. Dirs.: C. J. Lloyd and J. M. Lloyd, 87 Heath Park

Avenue, Cardiff; T. Jones. 20 Farmville Road, Cardiff, Sec.: T. Jones, Reg. office: 29 Splott Road, Cardiff.

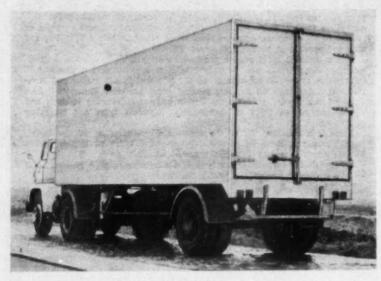
J. Clarke Transport (Lichfield), Ltd. Cap. £2,000. Subs.: J. Clarke and J. L. Clarke, 56 Burton Old Road, Lichfield. Reg. office: 56 Burton Old Road,

J. A. Wyard, Ltd. Cap. £1,000. Dirs.: J. A. Wyard, E. Wyard and M. J. Wyard, 25 Sherrington Road, Ipswich. Sec.: E. M. Pope. Reg. office: 25 Sherrington Road, Ipswich.

Northigh Transport, Ltd. Cap. £100. Subs.: J. Herbert and T. A. Herbert. 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

Massfeld Transportations (Warehousing), Ltd.
Cap. £100. Subs.: 5. Hart and A. Hart, Imperial
House, Kingsway, London, W.C.2. Dir.: F. S. G,
Mansfield, 216 Brixton Road, London, S.W.9.
Scc.: S. Hart. Reg. office: 71 Baker Street, London,
W.1.

# Box-van Semi-trailer from Scammell and Met.-Cammell



The new Scammell-Met.-Cammell Univan is seen undergoing strain-gauge testing on the M.I.R.A. pavé track.

# Taking Ten Cars at a Time

A N interesting new car transporter has been introduced by Canley Car Deliveries, Ltd., of Coventry, and is being used to carry 10 Triumph sports cars on each journey between factory and docks. The transporter comprises a Carveyor two-deck, four-wheeled drawbar trailer designed to carry four cars; and a Leyland Super Comet with three-deck transporter body and Burtonwood tailboard lift, this carrying six cars.

The trailer was built by the Carter Engineering Co., Ltd., Tamworth, Staffs, specially for this application, and it is regarded by the makers as the possible forerunner of a type of vehicle that may eventually be employed for transporting a mixed load of cars and general goods.

A car is loaded on to the top deck of the trailer by the Burtonwood tailboard lift of the tractor unit after it has been driven up the ramp to the lower deck, the tractor being located in a suitable position ahead of the trailer. Constructed of steel with light-alloy corrugated decking, the ramp is stowed on a rack at the side of the trailer.

The frame is constructed of hot-rolled steel channels, and the remaining members are fabricated of special cold-rolled channel sections. Fitted with conventional leaf springs, the trailer front axle is mounted on a ball-bearing turntable of German origin.

A special feature of the trailer is the use of a four-wheel braking system designed to give 0.5 g, retardation. The brake drums are of 12 in. diameter, and servo action is provided by Clayton-Dewandre cylinders actuated by the air-pressure system of the towing vehicle.

A NEW frameless box-van single-axle semi-trailer has been designed and produced by the commercial-vehicle division of Metropolitan-Cammell Carriage and Wagon Co., Ltd., following joint consultations by the engineers of this company and Scammell Lorries, Ltd. The trailer is called the Univan and is being marketed by Scammell Lorries, Ltd. There is a wide range of optional equipment, and the semi-trailer is available in lengths of 22 ft., 24 ft. and 26 ft., the 22-ft. version having an unladen weight of 2 tons 13 cwt.

The integral body has alloy-steel underframe cross-members welded to the side sill members, and alloy steel is employed also for the main longitudinals and for the cross-members, which carry the single-rate leaf springs. Aluminium alloy is employed for the stressed-skin sides, interior posts, flush-exterior fluted panels, cant rails and front-corner pillars. The aluminium-alloy roof sheets are mounted on a framework of extruded sections.

Full-width, full-height double doors are fitted at the rear, and these can be folded back flush to the body sides. The door opening is framed by welded-steel box-sections and incorporates a rubber weather seal. Flooring is of 1-in-thick hardwood and a bumper bar is fitted at the rear, the base of this forming a step.

A standard 2-in.-diameter fifth-wheel kingpin and lightweight vertical-screw-type landing gear are fitted, and the tyre equipment is 9.00-20 (14-ply). The brakes have a total lining area of 296 sq. in. and single-line vacuum operation with the option of two-line air-pressure.

The body has an internal width between pillars of 7 ft. 2½ in., the external width being 7 ft. 6 in. and the height 7 ft. 7½ in. Overall height of the complete van is 11 ft. 11½ in.

Body options include wood, aluminiumalloy or steel slats inside; complete plywood interior lining; 1½-in.-thick floor; translucent-plastics roof lights; and full insulation, with or without refrigerating equipment. Listed as optional are a spare wheel and carrier, flashing direction indicators and rubber mud flaps.

A Univan has been on display since Wednesday at a dealer exhibition held by Garlick, Burrell and Edwards, Ltd., Liverpool.

This 10-car transporter outfit features a Carveyor four-wheeled two-deck trailer. Braking is applied to all the wheels of the trailer and the system is designed to give a retardation of 0.5 g. The tractor unit is a Leyland Super Comet.



# Perkins Develop Blown 6.354

A TURBOCHARGED version of the 6.354, 5.8-litre direct-injection diesel engine has been developed by F. Perkins. Ltd. This initial blown model is for marine use only at present, and will be exhibited on the Perkins stand at the International Boat Show next month. In marine form, the turbocharged 6.354 develops 125 s.h.p., compared with 105 s.h.p. for the normally aspirated version, the governed speed in both cases being 2,400 r.p.m.

As with other Perkins blown engines, the 6.354 has a turbocharger made by Engineering Products (Clevedon), Ltd., the maximum operating speed of which is 49,000 r.p.m. at sea level. Mention of a projected turboblown 6.354 was made in our issue of August 25, 1961, in an article dealing with the Perkins Group's plans for the European Common Market.

It is not known yet whether an automotive version of this unit is to be made available on the home market in the near future.

### The Cost of M.I.R.A.

"RESEARCH is wasted unless it is made known, and applied," said Lord Hailsham, the Minister of Science, at the annual lunch of the Motor Industry Research Association, in London last week. Lord Hailsham also questioned whether, from a £100m. turnover the motor industry enjoyed each year, the £4m. which M.I.R.A. spent on research was enough.

Sir Bertram Waring, the retiring M.I.R.A. president, said that the Association's budget was made up from £64,000 given by the Government and £182,000 from the motor industry—which spends £20m. a year on research. M.I.R.A. would need £300,000 a year in a few years' time, he said. It was the best proving ground in the world, and the cheapest.



Seen working at Croxden gravel quarry, this Bedford TK equipped with Primrose twin-steer conversion was supplied by Tom Byatt (Stoke), Ltd., to P. Stoddard and Sons (Cheadle), Ltd., Cheadle, Staffs. Its taxation weight is 4 tons 14½ cwt.

# Mann Egerton Show Latest Designs

MANY interesting examples of their current production of insulated and refrigerated bodies and containers were shown at an exhibition staged by Mann Egerton and Co., Ltd., at the beginning of the week at their Norwich works. Demonstrations were also given of new methods of building insulated bodies and of reducing the internal temperature of containers.

The latest technique in applying an insulating layer shown used Celspray foam—a product of the Baxenden Chemical Co., Ltd. This is a two-component polyester-based polyurethane resin and is sprayed on to the body side using Aerograph DeVilbiss equipment before the outer skin is attached. The components reach the surface as a liquid and immediately begin to expand. When the required thickness has been obtained any excess is trimmed off and the outer panels fixed in place.

A method of building insulated bodies using "sandwich" panels was also shown. In this, Plasticell—a high-strength expanded p.v.c. manufactured by Microcell, Ltd.—is skinned on both sides with 20G. light-alloy sheet bonded with bitumenistic resin adhesive. All joints in the insulating material are bonded and keyed together to form a complete section. The sections are similarly joined.

A Mann Egerton container was used by the Distillers Co., Ltd., to demonstrate the effectiveness of their DisChiL system in producing an immediate temperature drop. A measured quantity of liquid carbon dioxide was introduced through a special vent into the closed container. In a very short time, the internal temperature dropped by some 50°F. The system is generally used with conventional refrigeration methods and eliminates the time taken to reduce the temperature to the required level.

### **Orders and Deliveries**

ANOTHER FROM PORTUGAL: Uniao de Transportadores para Importacao e Comercio, Lda., of Lisbon, have ordered two A.E.C. Mammoth Major six-wheelers and two Monarch four-wheelers.

MORE FOR JERSEY: A further five special Leyland Tiger Cub bus chassis have been ordered by Jersey Motor Transport Co., Ltd. They have shortened rear overhangs to reduce the overall length to 27 ft. 6in., and will have Massey 40-seat bodies.

RELIANCE 36-FOOTERS: Orders for A.E.C. Reliance 36-footers were placed at the recent Scottish Motor Show by Sam Anderson; John Hogarth, Ltd., Ardrossan; Cotters Motor Tours, Glasgow; and Wier Coaches. Other Glasgow orders included one for six Reliance 30-footers from David MacBrayne, Ltd., Glasgow, and a repeat Bridgemaster order from Baxter's Bus Services, Ltd., Airdrie.

OCTOPUS TIPPERS: Sir Alfred McAlpine and Son, Ltd., have placed an £80,000 order with Leyland Motors, Ltd., for 20 Octopus tippers, They will have Power-Plus 200-b.h.p. diesel engines, and overdrive-top six-speed gearboxes.

INDIAN BUS ORDERS: Orders for single-deck buses valued at over £240,000 have been placed with Ashok Leyland, Ltd., Madras. Included among these are orders from Bihar State Road Transport Corporation and Poona Municipal Transport.

ABERDEEN MARSHAL 6 x 2s: Munro Transport, Aberdeen, have ordered six of the new A.E.C. Marshal 6 x 2 chassis in addition to two Mammoth Major eight-wheelers.

REPEATS FROM URUGUAY: Eight bonneted Mandators, two Monarchs and one Regal Mk. VI passenger chassis have been ordered through the A.E.C. distributors in Uruguay, H. Torrendell, S.A., Montevideo. MORE FOR IRELAND: 16 more A.E.C. goods chassis—14 Mercurys and two Mandators—have been ordered by Commercial Road Vehicles, Ltd., of Dundalk.

FOR YORKSHIRE: Wallace Arnold Tours, Ltd., of Leeds, have ordered three Leyland Leopard coach chassis built to the new 36 ft. length. The order is worth £35,000. Coach bodies, with central entrances and seats for 49 passengers, will be built by Plaxton's (Scarborough), Ltd.

MAIDSTONE AND DISTRICT: Maidstone and District Motor Services, Ltd., have ordered 10 A.E.C. Reliance underfloor-engined, luxury coaches for delivery next year. They will be used on home tours and will have Harrington 37-seater bodies.

S.A. ORDER: Ready Mixed Concrete (S.A.) (Pty.), Ltd., of Johannesburg, have ordered eight A.E.C. Monarch four-wheelers and 13 Marshal six-wheelers from A.E.C. Vehicles (S.A.), Ltd.

DRICES of the Austin and Morris 5-ton low-loaders which were introduced at the Scottish Motor Show have now been finalized. The standard petrol-engined drop-side lorry costs £1,005; platform lorry, £992 10s.; chassis-cab, £891; chassisfront-end, £855; and chassis-scuttle, £787. Diesel-engined models cost £244 more in each case, and optional extras include a five-speed gearbox (£60) and frame extension (£2),

The standard vehicles, which have a gross weight rating of 8½ tons, are equipped with 8.25—17 (10-ply) tyres (and not 8.25-20 as stated in a caption on page 542 of our November 17, 1961, issue). At extra cost 8.25—17 (14-ply) tyres and helper springs at the rear can be specified, and this equipment increases the gross rating to 9 tons, giving an approximate payload capacity of 6 tons.

#### FASTER TO I.W.

RETURN delivery trip to the Isle A RETURN delivery trip to the Isle of Wight in one day by goods vehicles of up to 20 tons capacity is expected to be possible from next April when the new ferry boat, Osborne Castle, named last week at the Southampton yard of John I. Thornycroft and Co., Ltd., comes into service. Its speed is 14 knots and its vehicle-carrying capacity is up to 50 per cent. greater than the existing ferries, depending on the number of passengers carried. It will operate between Southampton and Cowes.

#### U.S. COURSE THE PRIZE

THE British Industrial Truck Association is offering, as first award in its annual competition, a place in the ninth Material Handling training course to be held at Lake Placid, U.S.A., next June.

The two weeks' course is an extensive one in the theory and practice of materials handling at an advanced level.

Full particulars of the competition, which closes on March 15 next, can be obtained from the association at 94-98 Petty France, London, S.W.1.

# Changing Distribution Pattern

CHANGES in the organization of the retail trades and the supply and systems behind them wholesale distribution increasingly affecting methods; such changes might "snowball," and transport executives must keep their ideas flexible and their distribution machine adaptable. That was the key message of Mr. Martin Brown, a director of S.P.D., Ltd., when he addressed the Southampton area of the Traders Road Transport Association last week

With supermarkets, co-operatives, voluntary groups of retailers buying together, multiples and chain stores, selling is being concentrated into fewer outlets. Mr. Brown gave examples of how his own organization has been meeting this trend, and how palletization has been developed in conjunction with an increasing number of vans designed specifically to accept rapid loading of small items that have been "bulked" into composite loads.

These vans, built to the full legal width. have extra-wide doors opening over almost the full depth of the body, and strengthened floors; six-pallet and eight-pallet vans are used. A lightweight bridge plate, for easy single-handed working, is employed. Drivers may make 40, 50 or more deliveries a day in any combination

or permutation of over 800 different packs, and by bulk pre-assembly of loads and pallet-handling, van loading time is kept to 20/25 minutes by one operator compared with a normal 45 minutes hand-loading by two men.

In handling Unilever deliveries, S.P.D. have the advantage of their own warehousing depots, and Mr. Brown emphasized how valuable this is in efficient organization of load planning and

### Speed and Reliability the Key

ROAD transport operators could be favourably affected by implementation of the report of the Toothill Committee of Inquiry into the Scottish economy, which was published last week.

In declaring that Scotland needed better communications, the important consideration that the committee had in mind was the problem of ensuring speed and reliability of delivery. The additional transport costs that Scottish manufacturers must face were in any case often offset by lower rents or labour costs. There was an urgent need for the speeding-up of work on new arterial roads and port improvements.

# Scope in West Pakistan

A GROWING demand for articulated road vehicles in West Pakistan is foreseen by Mr. J. Rawling, works manager of Cranes (Dereham), Ltd., who has recently returned to Dereham after supervising the reassembly in West-Pakistan of a Crane 75-ton 32-wheeled hydraulic suspension trailer. Although at the present time most of the transportation of heavy goods in West Pakistan is by rail, there is considerable development in road construction, and long-distance haulage by road becoming increasingly necessary. Mr.

Rawling foresees great scope for refrigerated transport.

The Crane trailer was delivered to The Water and Power Development Authority

The photograph shows the trailer on its first job, carrying a 45-ton transformer from Sarghoda to the grid station about 10 miles distant. A further journey took the trailer to Rawalpindi, a distance of 300 miles. Though operating in extremes of temperatures and altitudes, and on one occasion in a dust storm, the efficiency of the trailer was unaffected.



The 75-ton Crane trailer on its first job in West Pakistan, carrying a 45ton transformer.



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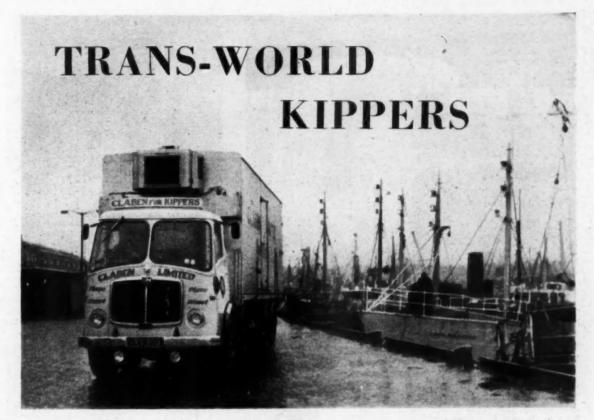
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This A.E.C. Mammoth Major, here leaving the Aberdeen fish dock, has an insulated container fitted with Thermo King unit to maintain selected temperature over long journeys.

How Humble Herrings Start Their Journeys to Other Continents is Revealed in the Transport Activities of Claben, Ltd., Aberdeen

A BERDEEN has been a famous fishing port for centuries and because of its proximity to rich fishing grounds a quick turn round of craft can be achieved. But this advantage places a greater onus on the road transport which is subsequently necessary to deliver the finished product to markets which may be over 400 miles away.

Herring fishing in particular is associated with Aberdeen and the Scottish season extends from approximately May to September, with smaller fishings on the west coast of Scotland and to the north and east of Ireland at other times during the year. This variation in the seasons calls for additional road transport to bring the landings from small ports on the west coast of Scotland to Aberdeen for processing.

Quick-freezing factories have been established at Aberdeen to ensure that the herrings which have been taken from the boats in live, fresh state are frozen under the most modern and hygienic conditions. These herrings can then be kept in cold store for long periods and distributed in the home market when fresh herrings are in short supply.

As an extension of this development, quick-frozen kippers are now exported, so permitting overseas buyers to obtain fresh herrings and kippers in a condition which previously was enjoyed only by people living near a fishing port.

An excellent example of how specialized road transport

By S. BUCKLEY, Assoc.Inst.T.

appropriate to this type of traffic is operated and maintained is provided by the C licence fleet of Claben, Ltd., kipperers of Aberdeen. They have traded under this name as fish merchants for 15 years and supply both the retail and wholesale trades. A special feature of Clabens is their large export connection.

Relative to the intake of raw material at either their main factory at Aberdeen or the branch at Peterhead, Dr. Francis Clark, managing director, tells me that approximately three-quarters of the fish arriving at the factories comes from outside ports and 90 per cent. on their own vehicles.

Indicative of the length of journey and remoteness of the area of operation, fish is brought to Claben's factory at Aberdeen at the appropriate season from, for example, Ullapool, Gairloch, Oban and Tarbert, all around 350 to 400 miles for the return journey.

The headquarters at Aberdeen are in the course of reconstruction and modernization, and automation of the kippering process is being achieved by the use of the Torry kiln as part of the overall scheme of mechanization. In addition to frozen kippers, finished products include frozen smoked haddock and cod, whilst Clabens also supply wet fresh herrings to other merchants, manufacturers and canners. Mr. Clark tells me that the wide range of





(Above) Mr. Malcolm James, transport manager, controls a fleet of 19 vehicles operating from northern Scotland to southern England.

(Left) One of the 10 A.E.C. Mercurys operated by Clabens collecting herring at the Aberdeen fish market in the early morning.

countries to which they export frozen fish includes Australia, New Zealand, South Africa, Rhodesia, Kenya, Canada and the United States, via all the major ports in the United Kingdom.

Clabens have their own cold store and quickfreezing plant, and temperatures as low as minus 40 degrees centigrade can be maintained. Additionally, they make am of their own fish boxes each year, in a variety of sizes.

### Avoiding Breakdowns

Reliability is of the utmost importance when providing transport for such traffic. A breakdown, whether with a load of wet fish bound for Aberdeen on the lonely roads of Ross and Cromarty, or the finished frozen product destined for a timed sailing from, say, Southampton, could be disastrous. The chassis must be of sound construction and well maintained, whilst the body or container should be capable of transporting frozen products at the required temperature for distances which can exceed 500 miles. To meet the exacting requirements, Mr. Malcolm James, transport manager, tells me

that Clabens have agreed on a policy of eventually standardizing their fleet on A.E.C. chassis. At present, of a total of 19 vehicles, 13 are of this manufacture, including 10 Mercury II, two Mustang and one Mammoth Major. The smaller vehicles include four B.M.C. 5-tonners and two 7-ton Thames Traders. All vehicles have oil engines.

As an extension of the policy of standardizing on one make of vehicle, Mr. James tells me that with the expansion of business envisaged it is expected that ultimately the rigid eight-wheeled chassis will predominate. The A.E.C. vehicles at present in the fleet have been supplied by Oswald Tillotson, Ltd., Bradford.

All vehicles have platform bodies and the majority are of wooden construction, although six recent additions to the fleet have alloy coverings to the platforms. Four insulated containers have been acquired and more are on order. The A.E.C. Mammoth Major has a container fitted with a Thermo King unit, model M. which permits the 114



At the Claben headquarters at Aberdeen, fish processing and handling are being mechanized. Here Lansing Bagnall equipment is in use prior to the loading of a container.

conveyance of frozen fish at minus 5 degrees the 555 miles to Southampton.

Bodywork is undertaken for Clabens by Federated Industries, Ltd., Aberdeen, and platforms are largely of standard construction except for thick hardwood floors, whilst the colour scheme is basically cream. Heaters are fitted in all cabs.

The transport staff includes 20 drivers and two mechanics in addition to Mr. James, transport manager. The drivers' rates of pay are similar to those laid down in the Road Haulage Wages Regulations and many of the drivers have a length of service with Clabens ranging from five to 10 years.

The transport depot is at Aberdeen alongside the headquarters now under reconstruction. Equipment includes a Laycock compressor and high-pressure greasing equipment, and a Black and Decker drill and sander. Fuel oil is supplied by Power Petroleum Co., Ltd., and lubricants by Shell—Rotella T grade being used. Whilst no mechanical aids are employed on the vehicles to assist loading, fish boxes are delivered to the edge of the vehicle along rollers installed in the factory. Most of the traffic carried is in wooden boxes, and when ice is included a box with an overall weight of 10 stone would contain 8 stone of fish. Although a wide variety of sizes of box creates difficulties when loading vehicles, Mr. James considers that any measure of standardization is unlikely. All fish bound for export is sent in non-returnable boxes.

As mentioned earlier, the landings of fish are not only seasonal but also tend to move around the coast. As a result the journeys undertaken by the vehicles to collect wet fish vary according to the time of year. But once landings have commenced at a West Coast port the vehicles would normally make daily journeys to collect the fish for

a period of up to three months.

In keeping with the distances involved in a single return trip it is not surprising that the average weekly mileage of Claben's vehicles is high, ranging from 1,000 to 1,500, involving double shifting where necessary. Large fuel tanks with a capacity of 70 to 80 gal., are fitted, so reducing en-route refuelling to a minimum.

Because of the high mileages, and despite the fact that the majority of the vehicles in the fleet are in the high quality class, Mr. James tells me that it is their policy to replace vehicles relatively frequently. Approximately every two years they are exchanged with the supplier for new vehicles, by which time they will have completed 100,000 to 150,000 miles. Even with this class of vehicle Mr. James claims that some time would be lost after this stage to complete maintenance and checking to be undertaken. In view of the extreme urgency of much of their work, this might not be convenient at the appropriate time and Mr. James considers that the policy they have adopted is the right one in their circumstances. The first A.E.C. was purchased in 1955, and Mr. James reports that the service they have received has matched up to their exacting requirements.

Average rates of fuel consumption obtained by Clabens are as follows, A.E.C. Mercury 12 to 14 m.p.g., Mustang 10 to 12 m.p.g., and Mammoth Major 9 to 10 m.p.g.; B.M.C. 5-tonners 16 m.p.g., and Thames Trader 7-tonners 17 to 18 m.p.g.

Tyre mileages could normally be expected to be high as the vehicles are engaged largely on long-distance work but this advantage is mitigated to some extent by the narrow roads over which the vehicles operate to and from the West Coast ports. These are often single track with passing bays at intervals. Despite this, however, between 70,000 and 80,000 miles are being obtained from Michelin D-type X on the rear and D-type 20 on the front.







(Above) Most of Claben's traffic is carried in wooden boxes of a variety of sizes. They themselves manufacture about \( \frac{1}{2}m \), per annum.

(Above left) An A.E.C. Mustang, with insulated container carried on a thick hardwood platform. The colour scheme is basically cream.

(Left) Fish processing being undertaken alongside a moving belt. Automation of kippering is being installed with the addition of a Torry kiln.

# **Reduce Dockside Congestion**

Chambers of Commerce Report to Rochdale Committee

ANY plans to increase the capacity of any port in Great Britain should include a detailed study of the road and rail systems leading to the port, and development of ports should go hand in hand with the development of the transport systems serving them. This is one of the points made in the report of the Association of British Chambers of Commerce to the Rochdale Committee which is inquiring into the working of docks in this country. The extent and nature of delays of goods in dock areas varies from port to port, stated the A.B.C.C. report, but the overall position is sufficiently serious to warrant national concern.

Sunderland, Newport and Cardiff Chambers of Commerce reported that there were no delays at these ports. Elsewhere delays at all major ports were described as being intermittent and of several hours' duration. A lorry taking goods to a port may have to wait from two to six hours after arrival before being off-loaded and occasionally had to wait until the next day.

In general, there was little evidence of any difference between delays to goods sent by road and those sent by rail, although some ports, where the greater proportion of goods was delivered by road, suffer a certain amount of congestion.

Reports from Chambers of Commerce around the country made it clear, said the A.B.C.C. report, that an improvement in labour relations at some ports would make the biggest single contribution towards promoting the efficiency of the ports.

A number of Chambers had complained that shed accommodation at various ports was inadequate for handling the amount of goods passing through them without severe congestion. In some places the same shed was used for both import and export cargoes. At the same time, improvements could be made to existing space by increasing the use of In some ports work on offpallets. loading vehicles stopped entirely when it rained. These stoppages could be greatly reduced by the provision of covered loading bays. It had also been reported that improvements could be made in some ports if access to the sheds were more freely granted to vehicles.

It was recommended that a system of penalty storage charges be imposed to encourage people to remove their goods from sheds as quickly as possible.

More mechanical handling equipment would speed up the movement of goods. Much equipment now in use was obsolete and hand trucking remains far too prevalent. Better labour relations were needed in order to create an atmosphere in which these problems could be discussed.

Because it seemed that benefits could be derived from increased use of containers, the A.B.C.C. recommended that a thorough study should be made in this country, embracing the related problems of Customs clearance, the inland transport system, and labour practices.

Primarily, as regards general cargo, the association believed that a more widespread adoption of radio control of vehicle traffic would result in better utilization of vehicles but realized that this was primarily a matter for vehicle operators, rather than for Port Authorities. There had been a great increase in recent years in the use of road transport. In Southampton, for instance, the heavy increase in road traffic resulted in queues of waiting lorries and almost empty rail vards. Road vehicles were not always used to the best advantage and often arrived with only half a load. This tended to increase congestion. A lorry with a number of small consignments (say under one ton) destined for different ships might have to wait in various queues before unloading all its goods.

The cost of keeping a road vehicle waiting to unload was greater than that incurred in holding a railway wagon in a sding. Greater use of trailers in dock areas was recommended. The report also recommended that consideration should be given to the establishment of reception centres, situated away from the congested dock area. Some consignments could be collected in those centres and then forwarded to the dock in bulk.

There are obvious advantages in securing better utilization of rail facilities at those ports where road congestion existed side by side with an under-used railway system-subject to the railway system being efficient. Perhaps the major cause of traffic congestion in the docks and of the accumulation of goods in the sheds was the practice of many exporters of sending goods to the dock during the last day or so of the loading period for the ship. The report referred to the Port of London Authority survey which showed that on one day before the final acceptance day for a ship, 65.8 per cent. of vehicles were unloaded in less than an hour and the longest period (5.2 per cent, of the vehicles) was from three to four hours. On the last day, however, only 6.7 per cent. of the vehicles were unloaded in under an hour: 28.5 per cent. had to wait four to five hours; 3 per cent. took up to eight hours to unload and 20.7 per cent. of the vehicles were turned away.

# "Nuclear" Loads Demand Big Solutions

"As each station costs £50m. to £60m. and transport costs are small in relation to the whole, it is vital to 'think big' in the planning and execution of the transport operation." Having made this point, Mr. K. J. McBryde, traffic manager of Babcock and Wilcox, Ltd., went on to give some examples of what "thinking big" involved, when he presented a paper, "Transport of heavy engineering plant for a nuclear power station," to the Industrial Transport Association in London last week.

The first seven nuclear power stations now building in this country were in fairly remote coastal areas, said Mr. McBryde. The problems involved in his own company, with works near the Clyde at Renfrew, having to supply heavy steam-raising plant to a remote spot in Somerset were vividly described by the author.

"Accustomed as we were to moving large tonnages of conventional boiler material and heavy indivisible loads, we encountered something out of the usual pattern and had to adjust our ideas," said Mr. McBryde; the power station specification included 12 heat exchangers, each over 90 ft. long, 21 ft. 10 in. in diameter and weighing 325 tons, and two spherical reactor vessels 67 ft. in diameter and made of 3-in-thick steel.

Delivery of the heat exchangers by road or rail was obviously impracticable, and towing by sea did not prove feasible in this case. It was decided to break each down into nine sections, to be assembled on site, but even so this meant transporting a total of 108 of these, over 21 ft. in diameter, up to 16 ft. 10 in. deep and weighing 40-45 tons each.

The delivery site was about 30 miles

from both Bristol and Avonmouth, the nearest big ports, on roads that were always busy and in summer crowded. Cranage was in any case inadequate, and negotiating Bridgwater would have been a major problem.

An ancient silted-up port was discovered at Combwich, only four miles from the working site, and eventually it was decided to rehabilitate this, in conjunction with the English Electric Co., Ltd., who also needed heavy facilities. Large (45-ton and 150-ton) cranes were installed there and the lanes from Combwich to the power station were opened up to 18-20 ft. width with wide verges. This road cartage (which, with loads 27 ft. 6 in. high, involved lifting telephone and high-voltage cables) was done without mishap by the heavy haulage service, B.R.S. (Pickfords), Ltd. They mainly used an 80-ton well trailer and occasionally a 40-ft. boat trailer as well. In addition, 24-ft, and 30-ft. articulated units, all with adjustable bolsters, were used. At one time 15 such units were

The total transport cost per ton compared "more than favourably" with overland transport, said Mr. McBryde.

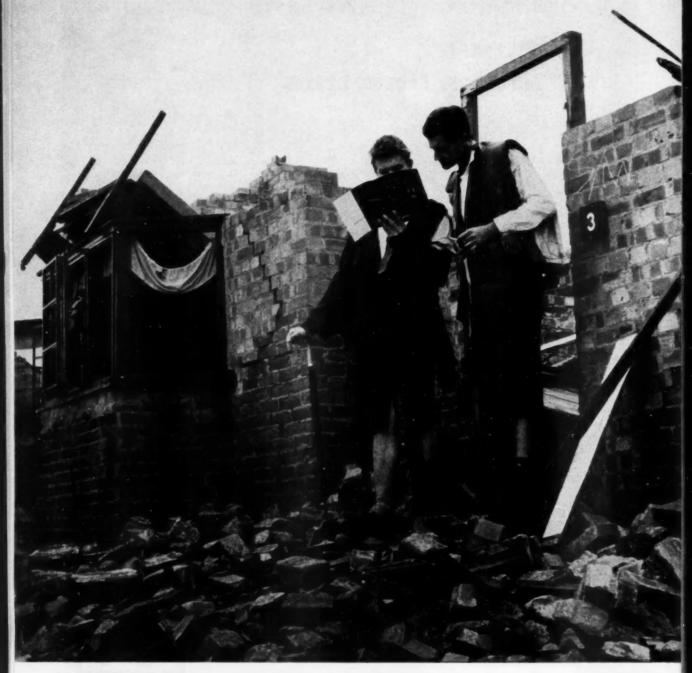


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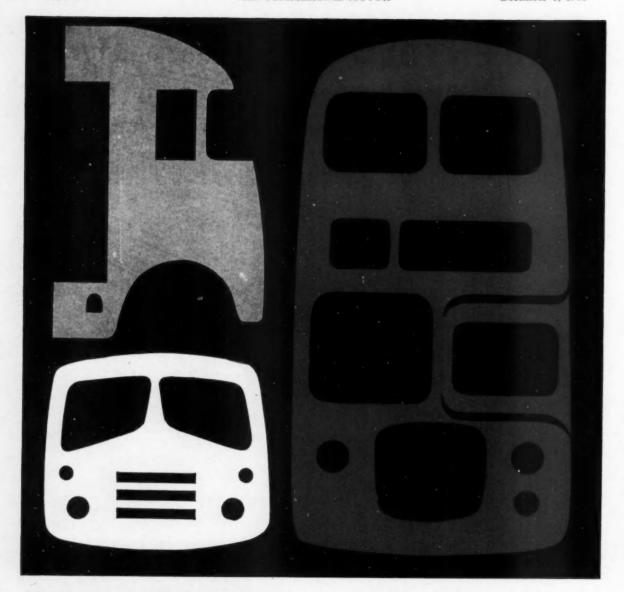


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### COMMENTARY

by JANUS

# **Snakes and Ladders**

BEARING in mind the many changes now taking place in the transport landscape, it might seem reasonable to ask whether the method normally used by hauliers for scaling up their rates is not out of date. The last formal restraints on the freedom of the railways to charge what they like will be removed when the Transport Bill becomes law. By way of contrast, road operators in some Continental countries, especially where road tariffs are already fixed, are anxious to see the system extended at least throughout the Common Market (which might include Britain, before very long). Hauliers may wonder whether they ought not to have a look at their own rates machinery.

They would be well advised not to make any changes lightly. The machinery may seem flimsy, but it has stood up to a good deal of rough usage. Its main driving force is the rates committee of the Road Haulage Association. The recommendations of the committee are like the pronouncements of an oracle. They are made comparatively seldom and are interspersed with long periods of silence. They are delivered in response to a widespread public demand, and the people to whom they are directed can ignore them only at their own peril and to their own certain loss.

At times the work of the committee must seem pleasurable but pointless, like building sand-castles for the sea to wash away. Many road haulage rates have a desperate fluidity. They are at the mercy of competition from other hauliers and from other forms of transport, of the bludgeoning tactics sometimes used by unscrupulous clearing houses, or of the mere idle threat by the customer to put his own vehicles on the road. The game of snakes and ladders that some hauliers make of their business depends on the throw of a dice. If they are lucky, they go up; if not, they come down.

Closer inspection makes it possible to distinguish several categories of rates and to classify them in various ways. In particular, it is useful to separate those that are fixed from those that are variable, the gilt-edged from the industrial. Where there are regular customers, or where the traffic is such that rates schedules have to be drawn up, some measure of stability is purchased at the cost of flexibility. More than usually good reason has to be given for any increase in the rates. With new or occasional customers the position is different. The haulier is at least able to quote the figure that would be fair and reasonable at the time. The only deterrent is the fear of competition, not such a constant affliction for the man with regular work.

THE variable rates present an apparent paradox. Naturally enough, they tend to fluctuate more wildly than a fixed schedule. Economic pressures are continually exerted to bring them down. Nevertheless, over a period and on the average, they are likely to rise roughly in accordance with increases in costs. Reports of falling rates are true as far as they go, but attract more attention than they warrant. If they were not very much in the minority, operators would be going out of business by the hundred. Where there is no fixed rate, most established hauliers are sensible enough to charge the market price and to take account of any notable increase in costs as it comes along.

If the graph of variable rates points upwards, fixed rates tend to keep to a horizontal line unless reasonably drastic action is taken to change its course. Properly used, the decisions of the rates committee provide the necessary force. No other body has so much of the appropriate information at its disposal. The committee has representatives from each area and from each of the important groups into which the industry is divided, so that there should be at least one member with the knowledge required to answer practically every question.

The ritual followed by the committee has not varied a great deal over the years, nor is there any reason why it should. The various changes in costs since the last recommendation are all known, and can be tabulated and assessed. Members of the committee are able to say from their experience exactly what the changes mean in their own businesses. With so many possibilities for checking, any error in the calculations is hardly likely to pass undetected. Almost of its own accord the discussion is bound to reveal before very long exactly what adjustment is needed to bring rates up to date.

BECAUSE, with few and minor exceptions, costs have been rising since the war, the graph of the committee's decisions would appear as a series of steps leading upwards. In theory, it should follow very much the same course as the line plotting the average of those rates that it has been found possible to increase as and when individual costs go up. Whether or not this happens in practice nobody would be bold enough to say, and it does not greatly matter. What is significant is that the committee's recommendations have provided practically the only counter-weight to the strong, anarchic forces tending to pull rates down, and have therefore helped to prevent the rates situation degenerating into complete chaos.

If nature were left to take its course, nobody would stand to gain in the long run. Even for the traders who might hope to get exceptionally cheap transport there would be disadvantages. Their disapproval might even be strong enough to keep some fixed rates schedules below cost in the absence of a lead to hauliers from their association. The operators would have to recoup themselves where they could, largely at the expense of new customers or of traders whose requests for transport were sporadic.

Most people would agree that there is enough competition already in road haulage. It would be intensified if operators were given no lead, and their customers no guide, on a sensible rates policy. Traffic would flow more in accordance with price than with service. Higher costs would be absorbed at the expense of experiments with the new types of vehicle and the training of skilful drivers. The trader might not always know what he was missing, but it would still be his loss.

The haulier need hardly be reminded of the likely effect on him. From one point of view, the most important of all the committees of the R.H.A. is the one dealing with rates. If hauliers do not receive the right price for the service they give, they might as well go out of business. Some of them, to judge from their own admissions, operate on a very narrow margin of profit, and have little hope of improving the position unaided, even when the evidence of their own rising costs is clear. So that the periodical shot in the arm that they receive from their rates committee may make all the difference between solvency and ruin for them.

# Municipal Bus Fleet Analysis

# NUMBERS SLIGHTLY GREATER

By A. A. Townsin, A.M.I.Mech.E.



A Nottingham Corporation B.U.T. 964IT trolleybus with Brush bodywork is overtaken in City Square by an A.E.C. Regent Mark V with Park Royal body, belonging to the same fleet.

THE total strength of the municipal bus and trolleybus fleets, at 19,267, shows a slight increase over last year's figure of 19,053. The proportion of oil-engined buses showed a further increase, the figure of 17,348 representing almost exactly 90 per cent. of the total.

The petrol-engined double-decker has disappeared entirely (the inclusion of six vehicles of this type in last year's return was due to an error). The orthodox full-sized petrol-engined single-decker has also gone, the last petrol Leylands in municipal service being the six Blackpool Corporation "boat" open-topped single-deckers on Cheetah chassis. The remaining petrol buses are all either small buses or special-purpose vehicles.

buses are all either small buses or special-purpose vehicles.

Despite the final abandonment of the Brighton trolleybus system and conversion of a number of individual routes to diesel buses elsewhere, the number of trolleybuses fell only by 98 vehicles, representing 5 per cent.

The tendency for the proportion of vehicles built by the larger manufacturers to increase continued, Leyland reaching an all-time high of 6.470. Daimler remained comfortably in second place, although numerically down by 3 per cent. The A.E.C. total increased by 2½ per cent., consolidating third place. A comparison of the contributions of the members of the various manufacturers' groups is one of the past achievements rather than future prospects, but it is interesting to note that buses made by the companies now in the Jaguar group, Daimler and Guy, total 5.762, a figure second only to the Leyland and Albion total of 6.576 and comfortably in front of the A.C.V. (A.E.C., Crossley and Maudslay) total of 4.702.

To bring our annual review of municipal bus fleets more into line with the types of vehicles in current use, we have made some changes in the abbreviations used. Petrol-engined buses

in municipal service are nowadays very uncommon, being usually confined to such special duties as sea-front services, whereas the diesel bus has correspondingly become almost universal. The trolleybus is also tending to disappear from many of its preserves.

many of its preserves.

The abbreviation "O," used in previous years to indicate oil engine, is therefore being dropped, although "P" is being retained for petrol-engined buses.

All motorbuses not so indicated are diesels.

This change has enabled us to introduce two new symbols to indicate engine positions. These are "U," which indicates a vehicle with underfloor engine, and "R" which denotes a vehicle with rear-mounted engine. No designation is being used for forward-engined models which continue to be considerably in the majority.

In considering the totals of the various makes and types, a number of factors have to be borne in mind. Certain makes are no longer available, so that the figures are bound to fall year by year as old units are withdrawn.

Bristol buses cannot nowadays be supplied to operators not owned by the British Transport Commission and this rules out all fleets under municipal control, with the possible exception of certain Yorkshire municipalities who run services inherited from the railways on behalf of the B.T.C. In practice, none of these has any Bristols and the vehicles of this make listed are all nine years old or more.

Generally similar considerations apply to Crossley, no longer in production. Vehicles of A.E.C. design were marketed under this name for some years, but none of the Crossley buses listed is believed to be of this type. Foden no longer manufacture bus chassis.

The only Maudslays in municipal passenger service are nine Regent Mark III models operated by Coventry Corporation which are virtually identical to the A.E.C. chassis of that name.

On the trolleybus side, the only make to remain in production out of those in this field before the war is Sunbeam. A.E.C. and Leyland did not resume trolleybus production under their own names after the 1939-45 war, combining forces as B.U.T., so that all the surviving trolleybuses of the former makes date from 1942 or earlier. Karrier disappeared as a separate trolleybus make name soon after the war, having already been built in the Sunbeam factory and being of similar design for some years. Sunbeam were in turn taken over by Guy who ceased to produce trolleybuses under their own name. Crossley trolleybuses disappeared following the amalgamation of that company into the A.C.V. group. Daimler have ceased to produce vehicles of this type.



This 30-ft.-long Daimler CVG6 with forwardentrance Roe body is a Rotherham bus.

At present the largest municipal user of Leyland Atlanteans is Sheffield, with 44 in service, all with M.C.W. bodywork.

A BERDEEN . 237 (234)
MOTORBUSES, double-deck: 162 Daimler, 68
A.E.C.—total 230. Single-deck: 7 Daimler.
GENERAL MANAGER: Mr. F. Y. Frazer, B.Sc.,
A.M.I.Mech.E., M.Inst.T.

BARROW-IN-FURNESS . . . . 63 (63)
MOTORBUSES, double-deck: 60 Leyland, Single-deck: 3 Leyland (U.). On order: Single-deck: 6 Leyland (U.). GENERAL MANAGER: Mr. A. Burrows, M.Inst.T.

BELFAST
MOTORBUSES, double-deck: 283 Daimler, 45
Guy, I A.E.C., I Dennis, I Leyland (R.)—total 331.
Single-deck: 12 Guy, TROLLEYBUSES, double-deck: 88 A.E.C., 70 Guy, 48 B.U.T., I Sunbeam-total 207. On order: Motorbuses, double-deck: 88
Daimler (R.). GENERAL MANAGER: J. Mackie, M.Inst.T., A.M.I.Prod.E.

DIRMINGHAM . 1,744 (1,823)
MOTORBUSES, double-deck: 910 Daimler
(10 R.) 301 Guy, 270 Crossley, 212 Leyland (11 R.),
16 A.E.C.—total 1,709. Single-deck: 35 Leyland
(5 U.). GENERAL MANAGER: Mr. W. H.
Smith, M.Inst.T.

BLACKBURN
MOTORBUSES, double-deck; 65 Guy, 34 Leyland-total 99, Single-deck; 10 Leyland, GENERAL MANAGER AND ENGINEER; Mr. J. Harrison, M.Inst.T., M.I.R.T.E.

BLACKPOOL . 162 (163)
MOTORBUSES, double-deck: 154 Leyland.
Single-deck: 8 Leyland (6 P.). TRAMCARS (not included in total): 34 double-deck. 121 single-deck, 10 single-deck trailers—total 165. GENERAL MANAGER: Mr. J. C. Franklin, M.Inst.T.



BOLTON 270 (268)
MOTORBUSES, double-deck: 205 Leyland, 36
Daimler, 16 Crossley, 6 A.E.C.—total 263. Single-deck: 4 Crossley, 2 Leyland (U.), 1 Bedford—total
7. GENERAL MANAGER AND ENGINEER:
Mr. R. F. Bennett, A.M. Mech. E.

BRADFORD
MOTORBUSES, double-deck: 145 A.E.C., 45
Leyland—total 190. Single-deck: 2 A.E.C. (U.).
TROLLEYBUSES, double-deck: 70 Karrier, 50
B.U.T. 40 A.E.C., 31 Sunbeam—total 191.
GENERAL MANAGER: Mr. J. C. Wake, A.C.I.S.,
M.Inst.T., M.I.R.T.E.

BURNLEY, COLNE AND NELSON . 151 (147)
MOTORBUSES, double-deck: 79 Leyland, 28
Guy, 4 Daimler—total 111. Single-deck: 40
Leyland (6 U.J. GENERAL MANAGER: Mr. G.
Parry. A. M.Inst. T.

BURTON-ON-TRENT

MOTORBUSES, double-deck: 41 Guy, 1

Daimler—total 42. Single-deck: 4 Guy, GENERAL

MANAGER AND ENGINEER: Mr. W. T. H.

Marshall.

BURY
MOTORBUSES, double-deck: 85 Leyland, 2
A.E.C., I Guy-total 88. Single-deck: 6 A.E.C.
(U., 4 Leyland-total 10, GENERAL MANAGER
AND ENGINEER: Mr. F. Thorp, A.M.LMech.E.

CAERPHILLY
MOTORBUSES, double-deck: 12 Leyland, 11
Guy-total 23. Single-deck: 6 Leyland (5 U.), 2
Foden—total 8. GENERAL MANAGER: Mr. C.
Thomas. M.I.R.T.E.

(Continued overleaf)

### MOTORBUSES

DOU			JBLE-DECK		SINGLE-DECK				
MAKE	DIESEL		I .	DIESEL			Petrol	T1	Total (All Types)
	15	R	Total	F	U	Total	F	Total	
A.E.C. Albion Ackinson Ackinson Bedford Bristol Commer Crossley Daimler Dennis Foden Guy Leyland Maudslay Morris	3,480 92 1 139 948 3,999 35 27 1,566 5,753	10 - 176	3,480 92 1 139 948 4,009 35 27 1,566 5,929	67 2 7 23 1 40 123 4 6 67 157	157 13 7 	224 13 9 7 23 1 40 139 17 6 99 535	1 24 1 1 8 6	224 14 9 31 23 2 40 139 17 6 107 541	3,704 106 10 31 162 2 988 4,148 52 33 1,673 6,470
Thames	16,049	196	16,235	497	616	1,133	42	1,155	17,390

Notes : F=forward engine.

R=Rear engine

U=Underfloor engine.

### **TROLLEYBUSES**

Make	Double-deck	Single-deck	Total
A.E.C. B.U.T. Crossley Daimler Guy Karrier Sunbeam	657 59 48 119	27 6 1-	167 684 59 54 119 192 602
2 1	1,844	33	1,877

Grand Total (Buses and Trolleybuses) - 19,267

COVENTRY 343 (333)
MOTORBUSES, double-deck: 313 Daimler, 9
Maudday, 1 A.E.C., 1 Crossley—total 324. Single-deck: 19 Daimler (3 U.). GENERAL MANAGER
AND ENGINEER, Mr. R. A. Fearnley.
M.I.Mech. E., M. Inst. T.

DARLINGTON . 63 (63) MOTORBUSES, double-deck: 38 Guy. Single-deck: 25 Guy. TRANSPORT MANAGER: Mr. W. Mayes, M.Inst.T.

DOUGLAS

MOTORBUSES, double-deck: 28 A.E.C. 3
Daimler-dotal 31. Single-deck: 5 Guy, 4 A.E.C. (U.), 3 Leyland—total 12. HORSE TRAMS (not included in total): 33 single-deck. JOINT CONTROLLERS: Mr. D. E. Halsall, Mr. A. Hampton.

EXETER BUSES, double-deck: 32 Leyland, 20 Ges, 9 Daimier—total 61. Single-deck: 6 Daimier. ENGINEER AND GENERAL MANAGER: Mr. W. Astin, M.Inst.T. A.I.R.I.E. 29 (28)

GELIGAER
MOTORBUSES, double-deck: 3 Leyland.
A.E.C.—total 5. Single-deck: 17 A.E.C. 7 U.7 Leyland—total 24. OMNIBUS MANAGER: Mr. H. Collins.

CLASGOW
MOTORBUSES, double-deck: 446 A.E.C., 414
Leyland (1 R.), 296 Daimler, 92 Albion—total 1,248.
Single-deck: 40 Daimler (1 U.), 30 Leyland (U.)—total 70. TROILEYBUSES, double-deck: 124
B.U.T., 28 Daimler, 20 Sunbeam—total 172. Single-deck: 21 B.U.T. TRAMS (not included in total): 193 double-deck. GENERAL MANAGER: Mr.
E. R. I. Fitzpayne, B.S., M.I.E.E., M.I.Mech.E.

(REAT YARMOUTH

CREAT VARMOUTH

GROUP GR

G. U., Hildlich, A.M.I.Nech.E., A.M.Inst.I.,
CRIMBSV-CLEETHORPES . . . 102 (97)
CMOTORBUSES, double-deck: 46 A.E.C., 10
Daimier, 13 Guy—total 78. Single-deck: 21 A.E.C., 10
Clis U., 2 Daimier (U.), 1 Morris Minibus (P.)—
total 24. GENERAL MANAGER AND ENGINEER: Mr. J. Rostron, M.Inst.T.

HALIFAX

168 (168)

Daimier, 32 Leyland—total 140, Single-deck: 18

A.E.C., 19 Leyland (U.)—total 28, GENERAL MANAGER AND ENGINEER: Mr. R. Le Fevre, M.I. Mech.E., M.Inst.T.

HASLINGDEN 17 (18)
MOTORBUSES, double-deck: 14 Leyland.
Single-deck: 4 Leyland. GENERAL MANAGER.
Mr. L. T. Merrall, A.M.Inst.T.



No longer in production, Crossley buses steadily become less common. This smartly maintained DD42/8 model with Crossley body is in the Southport Corporation fleet.

HULL
MOTORBUSES, double-deck: 112 A.E.C., 18
Guy, 15 Leyland (R.), 10 Daimler—total 155.
Single-deck: 20 A.E.C. (10 U.). TROLLEY BUSES, double-deck: 50 Sunbeam, 13 Crossley—total 63.
GENERAL MANAGER: Mr. G. H. Pulfrey.
M.I.Mech.E., M.Inst.T.

JEICESTER 208 (206)

I MOTORBUSES, double-deck: 98 Leyland, 72.

A.E.C., 28 Daimler-ottal 198. Single-deck: 5

A.E.C., 5 Leyland (U.)—total 10. GENERAL MANAGER: Mr. J. Cooper, M.Inst.T., F.C.I.S., F.C.W.A.

LINCOLN MOTORBUSES, double-deck: 35 Leyland, 19
--total 54 Single-deck: 7 Leyland (U.). GUY-total 54 Single-deck: 7 Leyland (U.). GENERAL MANAGER: Mr. H. Jones, A.C.C.S., A.M.Inst.T.

IVERPOOL . 1,239 (1,242)

MOTORBUSES, double-deck: 642 A.E.C., 484
Leyland (1 R.), 57 Daimler, 50 Crossley—total
1,233. Single-deck: 6 Leyland (U.), GENERAL
MANAGER: Mr. W. M. Hall, B.Sc., M.I.Mech.E.,

LANDUDNO
MOTORBUSES, single-deck: 10 Guy (8 P.),
2 Foden, 1 Commer (P.)—total 13, GENERAL
MANAGER: Mr. W. E. Dowell, A.M.F.R.T.E.

L OWESTOFT 17 (17)
MOTORBUSES, double-deck: 11 A.E.C. 6
Guy-total 17 ACTING ADMINISTRATIVE
OFFICER: Mr. W. R. Tyrrell, M.I.R.T.E.

LUTON 73 (73)

MOTORBUSES, double-deck: 51 Leyland, 20
Crossley, 2 Dennis – total 73. GENERAL
MANAGER: Mr. C. S. A. Wickens, M. Inst. B. E.,
M. Inst. T.

L YTHAM ST. ANNES
MOTOR BUSES, double-deck: 34 Leyland.
Single-deck: 6 Leyland (3 U.), GENERAL
MANAGER: Mr. R. C. Armstrong.

W. Kershaw, M.Inst. I., M.I.R. I.E.

MANCHESTER. 1,457 (1.467)
MOTORBUSES, double-deck: 623 Leyland (10 R.), 381 Daimler, 292 Crossley—total 1.296. Strake-deck: 45 Leyland (U.). TROLLEY BUSES, double-deck: 62 B.U.T., 54 Crossley—total 116. On order: Motorbuses, double-deck: 40 Leyland, 20 Daimler (R.). Single-deck: 40 Leyland (U.). GENERAL MANAGER: Mr. A. F. Nea'e. B.Sc.(Eng.), A.M.I.E.E., M.Inst. I. 78 (78)

MERTHYR TYDFIL

78 (78)
METHYR TYDFIL

78 (78)
MOTORBUSES, double-deck: 32 Leyland, 26
Bristol, 10 Daimler—total 68. Single-deck: 3 Bristol,
2 Bedford (P.). 2 Dennis, 1 Commer, 1 Thance
(P.), 1 Leyland—total 10. GENERAL MANAGER
Mr. H. E. Sampson, M.Inst.T., M.I.R.T.E.

MORECAMBE AND HEYSHAM . . . 49 (49) MOTORBUSES, double-deck: 46 A.E.C., 3 Leyland—total 49. GENERAL MANAGER: Mr. A. V. Rigby, A.M.Inst.T., M.Inst.T.A.

NORTHAMPTON 91 (91)
NMOTORBUSES, double-deck: 84 Daimler, 7
Crossley—total 91. GENERAL MANAGER: Mr
J. A. Fielden, M.Inst. T.

NOTINGHAM
MOTORBUSES, double-deck: 218 A.E.C., 44
Leyland, 21 Daimler—total 283 Single-deck: 4
A.E.C. TROLLEYBUSES, double-deck: 115 B.U.T.
23 Karrier—total 138. GENERAL MANAGER:
Mr. B. England, M.J.Mech.E., M.Inst.T.

OLDHAM S. 233 (235)

OLDHAM S. 234 (245)

MOTORBUSES, double-deck; 182 Leyland, 25

Daimler, 14 Crossley—total 221. Single-deck; 122

Crossley, GENERAL MANAGER ANTIENGINEER: Mr. H. Tavlor. A M I Mech. F.

A M.Inst. T. M.I.R.T.E.

A.M.I.E.E., A.W.I.Mech.E.

PORTSMOUTH

MOTORBUSES, double-deck: 104 Leyland, 31
Crossley, 9 Daimler—total 144. Single-deck: 10
Leyland (U.), 9 Bedford (P.)—total 19. TROLLEYBUSES, double-deck: 29 A.E.C., 15 B.U.T.—total
44. GENERAL MANAGER AND ENGINEER:
Mr. H. C. Simmonds, A.M.Inst.T.

94 (99)

Mr. H. C. Simmonds, A.M. JISS. 1.

PRESTON ... 94 (99)

MOTORBUSES, double-deck: 97 Leyland,
Single-deck: 2 Leyland, GENERAL MANAGER:
Mr. W. H. Barker, A.M. JISS. T.

R AMSOTTOM. 14 (16)
R MOTORBUSES, double-deck: 8 Leyland, Single-deck: 6 Leyland (4U.). GENERAL MANAGER:
Mc. L. T. Merrall, A.M.Inst.T.

RAWTENSTALL 47 (49)
MOTORBUSES, double-deck: 39 Leyland 1
Guy-total 40 Snale-deck: 7 Leyland (7 U.).
GENERAL MANAGER: Mr. L. T. Merrall.
A M.Inst.T.

READING
TORBUSES, double-deck: 25 A.E.C., 12
Cossley—total 37. Single-deck: 20 A.E.C., 12
Cossley—total 37. Single-deck: 20 A.E.C., (U.), 3
Bedford (P.). TROLLEYBUSES, double-deck: 24
Sunbsam, 20 B.U.T.—total 44. TRANSPORT
MANAGER AND ENGINEER: Mr. W. J. Evans,
M.I.E., M.Inst.T.

M.I.E.E., M.Inst.T.

ROCHDALE
MOTORBUSES, double-deck: 110 A.E.C., 30
Daimler—total 140. Single-deck: 11 A.E.C. (U.).
ENGINEER AND GENERAL MANAGER: Mr.
Rona'd Cox, M.Inst.T., M.I.R.T.E.

SALFORD 312 (312)
MOTORBUSES, double-deck: 207 Daimler, 65
Leyland, 15 A.E.C., 15 Crossley—total 302. Single-deck: 10 Daimler. GENERAL MANAGER: Mr.
C. W. Baroth, M.Inst.T.
CHEFFEET 19

MANAGER Mr. C. T. Humpidge, B.Sc., M. Inst.T.
SOUTHAMPTON
MOTORBUSES,
Leyland—total 175. Single-deck: 163 Guy, 12
Leyland—total 175. Single-deck: 163 Guy, 12
Albion (U.)—total 15. GENERAL MANAGER
AND ENGINEER. Mr. G. Armstrong.
AM.I.Mech.E., A.M.Inst.T.
SOUTHEND
MOTORBUSES, double-deck: 41 Leyland. 28
Daimler, 12 A.E.C.—total 81. Single-deck: 4 Albion
(U.). I. A.E.C.—total 5. GENERAL MANAGER
AND ENGINEER: Mr. R. Baxendale, A.M. Inst.T.
SOUTHPORT.

SOUTHPORT

MOTORBUSES, double-deck: 58 Leyland, 3
A.E.C., 2 Crossley—total 63. Single-deck: 4 Bedford
(P.), 2 Crossley—total 6. GENERAL MANAGER:
Mr. J. Hoggard, M.Ins.T.



One of a batch of five Leyland Tiger Cubs with Park Royal bodywork operated mainly on private hire work by Manchester Corporation. Coach-type seats for 40 passengers are fitted and pay-as-you-enter equipment is available for use on one-man operated routes when required.

STALYBRIDGE (S.H.M.D. JOINT STALYBRIDGE (S.H.M.D. JOINT)

BOARD)

MOTORBUSES: double-deck: 55 Daimler, 10
Leyland, 1 Atkinson—total 66. Single-deck: 75 Atkinson (U.), 6 Daimler (1 U.)—total 13.
GENERAL MANAGER: Mr. F. S. Brimelow, M. Inst. T., A.C.W.A.

STOCKTON-ON-TEES . STOCKTON-ON-TEES . 100 (102) MOTORBUSES; double-deck: 99 Leyland, Single-deck: 1 Leyland (U.). GENERAL MANAGER AND ENGINEER: Mr. W. C. Wilson, M.Inst.T.,

TEES-SIDE RAILLESS TRACTION TREES-SIDE RAILLESS IRACTRON
BOARD
MOTORBUSES, double-deck: 23 Leyland. Single-deck, 2 Leyland. TROLLEYBUSES, double-deck: 15 Sunbeam. GENERAL MANAGER: Mr. J. L.

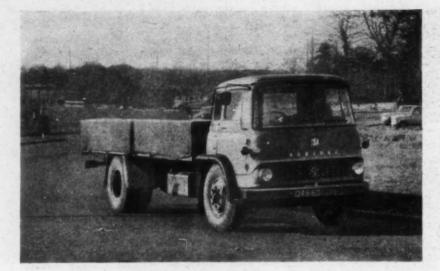
WARRINGTON 82 (85)
MOTORBUSES, double-deck: 36 Leyland, 29
Bristol, 14 Foden, 1 Guy—total 80. Single-deck:
2 Guy, GENERAL MANAGER AND ENGINEER: Mr. N. McDonald, M.Inst.T. WARRINGTON

WEST MONMOUTHSHIRE OMNIBUS MOTORBUSES, double-deck: 12 Leyland, 3 A.E.C., 2 Jamiler—total 17. Single-deck: 7 Leyland (4 U.), 4 A.E.C., (U.), 2 Foders—total 13. GENERAL MANAGER: Mr. E. C. Pugh.

Daimler, 2 A.E.C.—total 36. Single-deck: 2 Leyland (U.). GENERAL MANAGER: Mr. J. H. Craggs, A.M.Inst.T.



One of 30 Guy Arab Mk. IV double-deckers One of 30 Guy Arab Mk. 1V double-deckers at present entering service for Wolverhampton Corporation. The chassis has an 18 ft. 6 in. wheelbase, and is powered by a Gardner 6LW engine driving through a 4-speed semi-automatic epicyclic gearbox. The 30-ft.-long forward-entrance body is built by Metro-Cammell and seats 72. The Transport Committee at Wolverhampton have been under local pressure to purchase further buses of this make for the proposed trolleybus replacement scheme in order to assist in maintaining employment at the assist in maintaining employment at the Guy works.



(Left) The Perkins 6.354engined Bedford TK is seen here leaving the A1 roundabout at Norman Cross during the 8.7-mile fuel-consumption test with 9-ton load. At 30.9 m.p.h. average speed the consumption rate was 15.3 m.p.g.

(Right) The 63.75-mile consumption runs were completed in darkness, this picture having been taken in Stamford on the return run to Peterborough. During this test, while the Bedford was carrying a 9-ton load, the consumption rate was 13.9 m.p.g.



# This Formula Approaches

N the same way that there are some operators who are not happy with a vehicle unless it is grossly over-loaded, so there are hauliers who still believe that the greatest operating economy stems from the use of the smallest available engine. We have all followed the inevitable combination of these two dogmas—usually shrouded in smoke at about 2 m.p.h. up a meagre but narrow mainroad hill.

It is always a pleasure, therefore, to be able to test a vehicle which is never likely to get out of breath, the more so if it can cope with an overload of nearly 40 per cent. without appreciable detriment to the road performance. When this is accompanied by above-average fuel economy, it is obvious that the vehicle being tested could be the answer to a lot of operators' problems. When the vehicle is a Bedford TK—one of the best commercial vehicles from the driver's angle that has ever been produced—the formula approaches perfection.

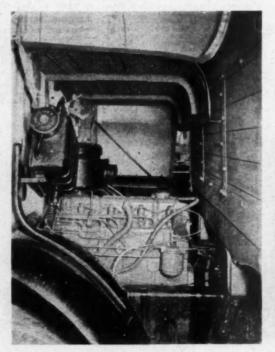
It was my pleasure to handle such a combination recently, the vehicle in question being a Bedford TK 7-tonner fitted with a Perkins 6.354 diesel-engine conversion by Murkett Bros., Ltd., Barkers Lane, Bedford, initial details of this conversion having been given in our issue of July 14, 1961.

Running at the same gross weight as a TK 7-tonner with Bedford 300 diesel tested last year (*The Commercial Motor*, October 28, 1960) the Perkins-engined TK revealed a gain in fuel economy of just over 14 per cent., whilst with an overload of 2 tons 8½ cwt., which brought the test load up to exactly 9 tons, the converted vehicle was under 2 per cent. heavier on fuel than the standard vehicle carrying 6 tons 11½ cwt. Similarly, because of the improved power-to-weight ratio, acceleration was about 20 per cent. better in the case of the Perkins-engined Bedford, the comparative figures from a standstill up to 30 m.p.h. being 25.25 seconds and 31.4 seconds. Needless to say, hill-climbing performance showed a proportional improvement.

So much for the performance gains to be expected, but what about the additional initial outlay? Unfortunately the Perkins engine can be installed in the TK only as a conversion, and the price of the 6.354 with compressor and complete with all conversion parts, including a 13-in.

clutch assembly, is £440, whilst Murkett's fitting charge is £35. Admittedly the allowance on the original Bedford engine might well be up to £200, depending on its condition, but this still leaves an excess of £275 on top of the basic Vauxhall price of £1,330 for the KFLD extra-long-wheelbase 7-ton chassis with standard cab and 18-ft. drop-sided body.

Assuming the saving effected by the conversion will reduce fuel costs by 0.37d, per mile, a converted vehicle would have to cover some 170,000 miles to recover the cost of the conversion in terms of fuel costs alone. This is not as black as it sounds, however, for additional



(Left) The design good engine according for the As can be seen from the nearest electrical item.

Perki

versia

Show

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Stand

Hillie

Gain.



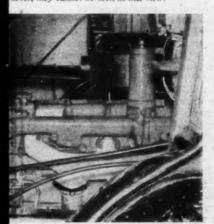


# Perfection

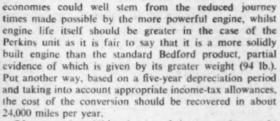
By JOHN F. MOON, A.M.J.R.T.E.

ns 6.354 Diesel-engine Conin in Bedford TK 7-tonner s Striking Performance wements Compared with lard Vehicle: Acceleration, limbing and Fuel Economy with Ample Power Reserves & Cope with Overloading

gm of the Bedford TK cab is such as to afford ressibility, whilst the chassis layout allows plenty vinstallation of the Perkins 6.354 diesel engine. It is the fuel-injection equipment is easily reached ide of the vehicle. (Below) From the off-side the ware readily accessible although, being below revel, they cannot be seen in this view.



(Above) To ensure accuracy when checking the Bedford's acceleration performance a fifth-wheel electrical recorder was employed. The straight, level nature of the road on which these tests were conducted is apparent.



Of course, the additional price of the conversion would be much more rapidly regained in the case of a petrolengined chassis, assuming that the Perkins-engined job could be expected to return a 100 per cent, improvement in fuel economy, whilst in any case the TK 7-tonner plus Perkins-engine conversion (£1,330 + £275) still costs less than the standard Bedford KGLD 7½-ton diesel lorry, the retail price of which is £1,673. So all in all the conversion picture is not as bad as it looks, though the position would be considerably better if Vauxhall Motors, Ltd, were to adopt the Perkins 6.354 as one of their factory-fitted optional units.

In contrast to many engine conversions, the installation of the Perkins 6.354 in the Bedford TK chassis is a surprisingly straight-forward business, helped to a great extent by the simple layout of the Bedford frame and the ample space of the engine compartment beneath the cab seats.

So far as the engine itself is concerned the 12-in, clutch of the Bedford 300 engine is replaced by a 13-in, unit as



used with the Leyland O.350 engine, whilst special frontmounting feet which align with the holes in the existing front engine cross-member (drilled for the Leyland engine installation) are provided.

The standard Bedford bell housing is retained, a 15-in-thick adaptor plate being used to mate with the Perkins clutch housing. This adaptor plate serves a second purpose, incidentally, in that its thickness is such as to align the front-mounting feet longitudinally with the existing frame drillings.

The standard Bedford fan cowl, as used with the Leyland O.350 installation, has to be added to ensure adequate cooling without having to make use of a larger radiator whilst, because of the greater torque output of the 6.354 compared with the Bedford 300 diesel, the open-ratio gearbox which is standard in 300-engined 7-ton chassis is converted to the same specification as the Bedford close-ratio box merely by changing two pairs of gear wheels.

The resulting changes in ratio, in addition to raising

### ROAD TEST No. 721/MI80-BEDFORD TK 7-TONNER (PERKINS 6.354 DIESEL ENGINE).

MODEL: Bedford KFLD 13-ft, 11-in,-wheelbase forward-control 7-ton goods chassis, with Perkins 6.354 diesel-engine conversion, standard cab and 18-ft, drop-side body.

WEIGHTS: Unladen (kerb weight) Payload Driver, observer, etc	 Tons 3 6	cwt. 14 11 3	qr. 2 2 2
	10	- 9	2
DISTRIBUTION : Front Axle	3 7	5	0

ENGINE: Perkins 6.354 (V) six-cylindered directinjection diesel engine; bore 98.4 mm. (3.875 in.); stroke 127.0 mm. (5.0 in.); piston-swept volume 5.8 litres (354 cu. in.); maximum net output 105 b.h.p. at 2,800 r.p.m.; R.A.C. rating 36 h.p.; maximum net torque 254 lb.-ft. at 1,450 r.p.m.

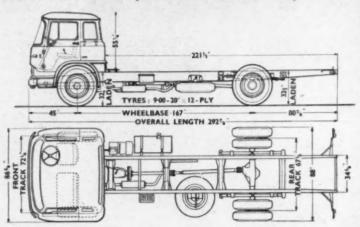
TRANSMISSION: Through 13-in-diameter singledry-plate clutch to Bedford four-speed synchromesh gearbox, thence by two-piece propeller shaft to the Bedford two-speed fully floating hypoid-bevel rear axle.

GEAR RATIOS: 6.5, 2.86, 1.58 and 1 to 1 forward; reverse 6.5 to 1; rear-axle 5.83 and 7.95 to 1.

BRAKES: Bedford hydraulic system, with leadingand -trailing-shoe units at all wheels, and Clayton Dewandre air-pressure servo. Singlepull hand brake linked mechanically to Girling 12-in, x 4-in, drum transmission brake on rear of gearbox. Diameter of drums, front, 16 in.



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rear, 16 in.; width of linings, front, 3.2 in., rear, 4.2 in.; total foot-brake frictional area, 479.7 sq. in., that is, 45.7 sq. in. per ton gross weight as tested.

FRAME: Pressed-steel channel section, with seven cross-members riveted in position. STEERING: Bedford worm and sector; 7½ turns from lock to lock.

SUSPENSION: Semi-elliptic springs, with helper springs at rear axle and telescopic dampers at both axles.

both axles. ELECTRICAL: 12v. compensated-voltage-control

system with 185-amp.-hr. batteries.

FUEL CONSUMPTION: (a) laden, 8.7-mile undulating route, 17.8 m.p.g. at 30.9 m.p.h. average speed; (b) laden, 63.75-mile hilly route, 17.0 m.p.g. at 29.2 m.p.h. average speed; (c) with 9-ton load (12.7 tons gross), 8.7-mile undulating route, 15.3 m.p.g. at 30.9 m.p.h. average speed; (d) with 9-ton load (12.9 tons gross), 63.75-mile hilly route, 13.9 m.p.g. at 28.2 m.p.h. average speed; (e) unladen, 8.7-mile undulating route, 22.5 m.p.g. at 31.6 m.p.h. average speed, that is 187 gross ton-m.p.g. as tested (a) and 197 gross ton-m.p.g. as tested (c), giving time load-milege factors of 5.778 and 6.087 respectively.

TANK CAPACITY: 26 gal, non-stop ranse at

TANK CAPACITY: 26 gal. non-stop range at Vauxhall's gross weight limit approximately 450 miles.

ACCELERATION: (a) at 10 tons 94 cwt. gross; through gears (high axie ratio) 0-20 m.p.h., 11-25 sec.; 0-30 m.p.h., 12-25 sec; 0-40 m.p.h., 47-75 sec.; direct drive (fow axie ratio) 10-20 m.p.h., 12-25 sec.; 10-30 m.p.h., 27-75 sec.; 10-40 m.p.h., 46.0 sec.; (b) at 12 tons 18 cwt. gross; through gears (high axie ratio), 0-20 m.p.h., 14.5 sec.; 0-30 m.p.h., 32.5 sec.; 0-40 m.p.h., 63.0 sec.; direct drive (low axie ratio), 10-20 m.p.h., 15.25 sec.; 10-30 m.p.h., 35.0 sec.; 10-40 m.p.h., 60.5 sec.

BRAKING: From 20 m.p.h., 19.5 fc. (22.2 fc. per sec., per sec.); from 30 m.p.h., 51.0 fc. (19.1 fc. per sec. per sec.). Hand brake from 20 m.p.h., 50 per cent. (Tapley meter).

WEIGHT RATIO: 0.51 b.h.p. per cwt. gross weight as tested.

FORWARD VISIBILITY: To within 7.5 ft. of front bumper at ground level on centre line.

TURNING CIRCLES: 52 ft. left lock, 52.5 ft. right lock. Swept circles: 55.25 ft. left lock, 55.75 ft. right lock.

MAKERS: Vauxhall Motors, Ltd., Luton, Beds.

CONVERSION: Perkins engine installed by Murkett Bros., Ltd., Bedford.

bottom gear from 7.059-to-1 to 6.5-to-1 and so reducing the bottom-gear torque supplied to the rear axle, seem also to suit the torque characteristics of the Perkins engine admirably, the maximum road speeds in each gear corelating to give optimum acceleration and hill-climbing.

Minor modifications have, of course, to be made to the chassis frame—though these add up to little more than additional drilling, whilst because of differences between the air compressors used by Perkins and Vauxhall on their respective diesel engines a Clayton Dewandre governor valve is added to the air-pressure side of the braking system. This is not necessary in the conversion of petrol-engined chassis, these having vacuum servos for which exhauster-equipped engines are used.

Before conversion the vehicle tested was a perfectly standard KFLD.1 13-ft. 11-in.-wheelbase 7-ton chassis, with two-speed axle, standard TK cab and 18-ft. drop-side body. A departure from the standard specification in addition to the engine change had been the fitting of 9.00—20 (12-ply) tyres, which are optional to the standard 8.25—20 (12-ply) equipment. These larger tyres were fitted because it was intended that I should test the vehicle not only at the Vauxhall recommended gross weight but also while carrying a full 9-ton payload.

So that the engine manufacturers, Perkins Engines, Ltd., could check the Murkett installation and provide a fuel-test tank and suitable test loads, the trials were made in the Peterborough area, based on the Perkins factory.

The initial tests were carried out at a gross weight of 10 tons  $9\frac{1}{2}$  cwt., this being exactly the same as the gross weight of the Bedford-engined TK tested last year, only the inter-axle weight distribution being slightly different.

Two fuel-consumption tests were carried out, the first being over a slightly undulating 8.7-mile out-and-return course lying between the Yaxley and Stilton areas, and taking in a dual-carriageway section of A1. Although the road speed was at no time allowed to exceed 34 m.p.h., the course was completed at an average speed of 30.9 m.p.h., whilst the test tank showed the consumption rate to have been 17.8 m.p.g. This route was fairly typical of the better type of main road conditions to be found in Britain, so the fuel figure obtained should be repeated in service on the majority of long-distance runs.

Following this short test, the Bedford was then taken over the normal Perkins 63.75-mile hilly test route, the course of which follows through Market Deeping, Stamford, Duddington, Uppingham, Oakham, Stamford, Market Deeping and so back to Perkins' Eastfield factory. Again without exceeding 34 m.p.h. except on long down-grades (to gain momentum to assist in climbing the next upgrades), the route was completed in a total running time of 2 hours 11 minutes 36 seconds, giving an average speed of 29.2 m.p.h., which is particularly good in view of the complexity of the course.

Even more impressive, however, was the consumption rate, which worked out at 17.0 m.p.g., a figure which is

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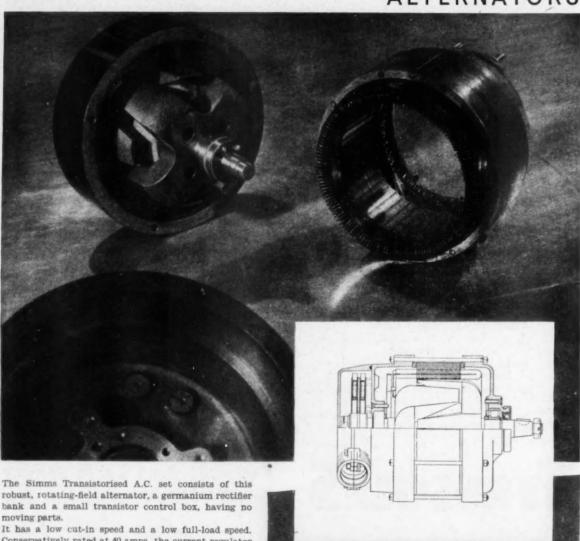
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quite exceptional for the test conditions. (The standard TK tested in 1960 gave 15.6 m.p.g. at 28.6 m.p.h. average speed over a course less severe than Perkins' 63.75-mile run, but slightly more hilly than the shorter Yaxley-Stilton circuit.)

While running at this same gross weight acceleration, braking and hill-performance tests were conducted. For the standard-start acceleration runs, which were timed up to 40 m.p.h., the two-speed axle was left in high ratio and all four ratios of the gearbox were used. The direct-drive tests, made between 10 and 40 m.p.h., were carried out with the low ratio of the axle engaged. In both cases firstclass acceleration characteristics were revealed, and during the direct-drive tests the smoothness of both engine and transmission when pulling from as low as 8 m.p.h. was most marked.

### **Brakes not Prepared**

Although the vehicle had in no way been prepared for braking tests in that the linings had not been deliberately bedded-in and the brakes had not been set-up immediately prior to my test, I took braking figures with this vehicle because when I had tested the other TK 7-tonner last year the roads were wet, whereas on this occasion there was a chance to get some idea of the efficiency of the braking system on dry roads. The results I obtained merely bore out what I had suspected since the TK range was introduced in September, 1960: mainly that these brakes are well above average for a mass-production 7-ton chassis.

The measured stopping distances from 20 m.p.h. and 30 m.p.h. were 19.5 ft. and 51 ft. respectively, the maximum retardations indicated by the Tapley meter averaging 82.5 per cent. The braking was entirely smooth and unaccompanied by wheel locking, and good as the figures are, I have an idea that even shorter stopping distances would have been obtained had the brakes been checked immediately before my test, as normally happens with

commercial-vehicle road tests.

The hand-brake performance from 20 m.p.h. could be expected to be quite exceptional in view of the use of a transmission drum brake mounted on the rear of the gearbox. Even I was surprised, however, by the meter figure of 50 per cent, which resulted when the hand brake was applied from 20 m.p.h. The brake, although very powerful, is by no means fierce and no rear-wheel locking occurred. Thus it is fairly safe to assume that even excessive use of this brake should not instigate any transmission failures.

For the gradient-performance tests the Bedford was driven to the Dunstable area so that Bison Hill could be used, this being the slope normally employed on Bedford tests. It is } mile long, with an average gradient of 1 in 10}. and last year the standard TK 7-tonner had taken 4 minutes

33 seconds to make the climb.

The Perkins-engined vehicle chopped nearly a minute off this time, completing the ascent in 3 minutes 37 seconds. Furthermore, the lowest ratio combination needed was bottom-high, and this was engaged for only 30 seconds. whilst the standard model had required the use of this same ratio for 1 minute 11 seconds.

Unfortunately it was not possible to take cooling-system temperatures as the TK has a remote header tank, the temperature of the water in which bears no relationship to the temperature in the main cooling circuit. However, the instrument-panel thermometer needle hardly rose at all during the climb, so there was obviously no fear of overheating.

A restart test was carried out on the steepest section of Bison Hill, the gradient of which is 1 in 61. The handbrake easily restrained the vehicle from rolling back down the hill, and several smooth part-throttle restarts were made

in bottom-high. No exhaust smoking was observed during these gradient tests.

Having completed the tests at the vehicle-manufacturers' recommended weight limit, the test load was then increased to exactly 9 tons, which brought the gross running weight to 12 ton 18 cwt, with myself, works driver and test gear aboard. The same two fuel-consumption courses were employed and repeat acceleration tests also were carried out.

The additional 2 tons 84 cwt. made nothing like the amount of difference to the performance that might be expected, the consumption over the short route differing by only 2.5 m.p.g. at the same average speed, whilst over the long route the difference was 3.1 m.p.g., the average speed being 1 m.p.h. less. Both these fuel figures are quite remarkable for a vehicle carrying a genuine 9-ton payload. and in view of the severity of the long course the 13.9 m.p.g. figure proves once again the commendable highpower fuel economy of the Perkins 6.354.

As a final fuel test the unladen Bedford was taken round the 8.7-mile run at an average speed of 31.6 m.p.h., and the consumption rate was 22.5 m.p.g. Study of the five sets of fuel figures obtained suggests that operators working between congested urban areas with 7-ton payloads can expect to average 17 m.p.g., whilst working over similar territory with 9-ton loads at least 14 m.p.g. could be expected. This is assuming the vehicle will be laden in each direction: unladen return running will improve these figures to approximately 19.5 m.p.g. and 18 m.p.g. respectively.

Acceleration performance while carrying the 9-ton load was again highly satisfactory, and, as before, there was neither engine nor transmission roughness discernable when making the direct-drive runs. While running at this weight gear speeds were checked using a fifth wheel and these were: first-low, 7 m.p.h.; first-high, 10 m.p.h.; second-low, 15.5 m.p.h.; second-high, 21 m.p.h.; third-low, 27 m.p.h.; thirdhigh, 36 m.p.h.; top-low, 40 m.p.h.; and top-high, 52 m.p.h. With reduced load the maximum speed is about 55 m.p.h.

### **Power and Quietness**

From the driver's angle the two most marked impressions of the Perkins-engined TK were the exceptional pulling power and the low-engine noise. Even when carrying a 9-ton load it was possible to start off on the level in secondlow, whilst the second-high could be used with ease at 10 tons 9½ cwt. gross. The top-gear performance was particularly good also, and really a two-speed axle is superfluous, even at nearly 13 tons gross, although intelligent use of the two-speed axle when it is fitted can speed-up hill-climbing, and facilitate overtaking when it might not be wise with a single-speed unit.

So far as noise is concerned, when cruising along a reasonably level stretch of road at about 40 m.p.h. the noise level in the cab is about the same as that likely to be experienced in the upper saloon of a forward-engined double-deck bus, and even when pulling hard the noise is no greater than that inside a single-deck underfloorengined bus. At all times the pitch of the noise is low

and so is in no way irritating.

In other respects also the vehicle is a driver's delight. Even with a 9-ton load the steering is light and positive, whilst at both gross weights the suspension was noted to be virtually vice-free. The brakes are entirely adequate without being fierce or needing excessive pedal pressures. In fact the only two valid criticisms that I have are that the changing of the air-operated two-speed axle mechanism still tends to be sluggish (I complained about this last year). whilst the action of the gear lever is a bit woolly, particularly where reverse is concerned. Otherwise I cannot speak too highly of this Perkins-engined TK. If only Vauxhall's would install the 6.354 themselves.



THE problem of transporting bulk supplies of frozen foods and fresh meat over long distances so that they remain frozen and fresh is being solved with the introduction of interesting new refrigerated vehicles.

Ross Group, Ltd., have recently put into service the first of a new fleet of refrigerated articulated vehicles for their general distribution of frozen food.

The new unit incorporates a Leyland Super Comet tractor and an Aeroride chassis-less semi-trailer built by Holmes (Preston), Ltd., fitted with Dyson running gear with twin oscillating axles and Davies Magnet landing gear and fifth-wheel coupling. Air-pressure braking is fitted throughout.

The double-skin container is in aluminium sheet with a 5-in. inter-layer of

polystyrene insulation. The inner skin, which provides the main strength, is of 14-gauge hard aluminium while the frame members are heat-treated aluminium extrusions. Down the centre of the container is a roller conveyor to facilitate loading throughout its 23-ft. length.

Essex independent and fully automatic refrigera-

tion plant is fitted. This can be driven by a 7 h.p. diesel engine when on the road, or by a 5 h.p. electric motor connected to the mains when standing for any length of time. Cooling is by 10 direct-expansion plates which provide a continuous temperature of -16° F.

Another concern with an obvious interest in keeping their products fresh during transportation is Alf Meade, Ltd., of Reading, one of the largest privately owned slaughterers and wholesale fresh meat traders in England.

### **Bulk Supplies**

The latest addition to a fleet that is required to carry bulk supplies of meat to Smithfield and cities in the north of England is a Foden eight-wheeler with Sparshatt body. Other vehicles in the fleet are Leyland Comets, also with Sparshatt bodywork and a Smiths-Litex-bodied E.R.F. twin-steering six-wheeler.

All vehicles are fitted with Thermo King M20 refrigeration units manufactured by Petters at their Hamble factory. The average load of 80 carcases can be stored for a period of up to two days by connecting the Thermo King units to the abattoir's electricity supply.

A recent addition to the expanding fleet of Birds Eye Foods, Ltd., is a Homalloybodied Albion Reiver vehicle also fitted with Thermo King refrigeration equipment. The vehicle has an unladen weight of 6 tons 19 cwt.



Collecting frozen food products from a London cold store, this Albion is a new addition to the Birds Eye fleet.

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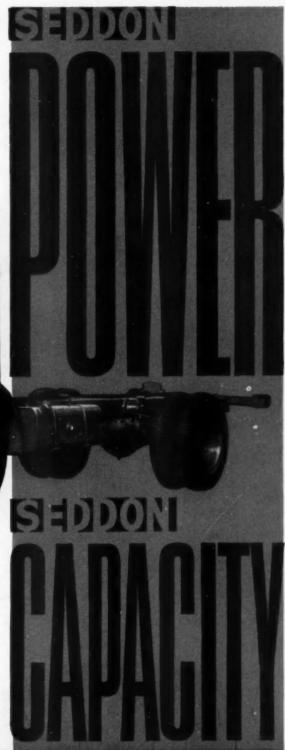
FUEL ECONOMY: Road tests showed 16.3 m.p.g. fully laden at 27.7 m.p.h.

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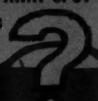
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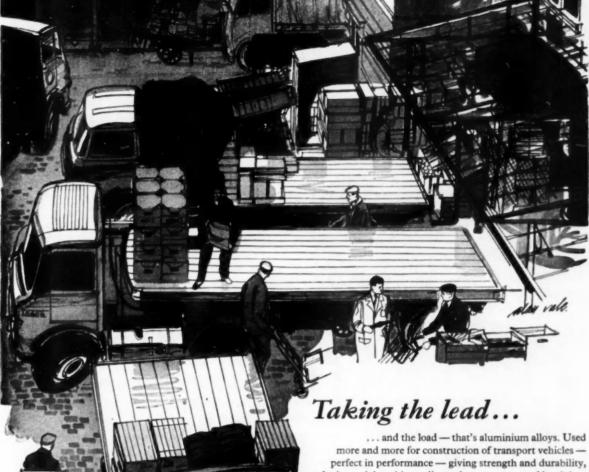
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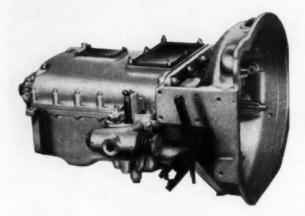
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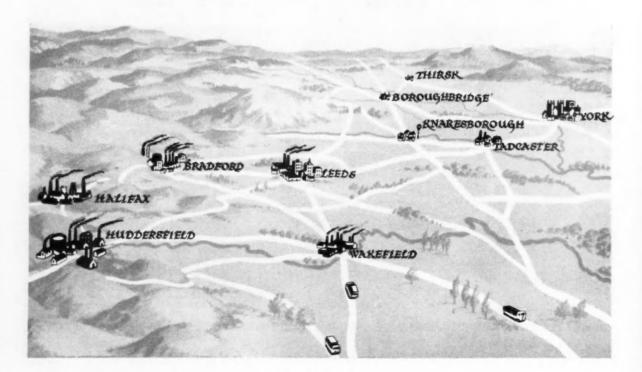
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Leaflet E.393.45 gives main details of the design and the two standard sets of ratios of the DB 657 gearbox.

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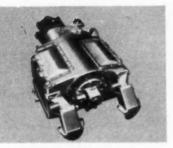




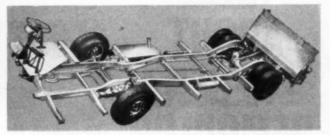
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#### New Equipment and Publications

## Dispensing Liquids

STANDS for oil drums and acid carboys which facilitate the dispensing of the contents have been introduced by Powerhead, Ltd., 24 Nelson's Row, Clapham, S.W.4.

Four models are made. These are to suit standard 5-gal. oil drums, 5-gal. round and rectangular plastics carboys and 10-gal. carboys. Prices are £4 15s., £4 17s. 6d., £4 17s. 6d. and £9 15s. each respectively. Basic construction of all four is the same, with the support framework fabricated from steel bar and the carrier for the container pivoted at the top angle. The units are collapsible.

#### **Detachable Plates**

A DETACHABLE number-plate unit. complete with stop and tail lamp, rear flasher and reflector, has been introduced by Scammell Lorries, Ltd. The plate fits on to a special bracket and is held in place by a quick-release locking device. A plug on the number plate mates with a socket on the bracket to join the lamps to the wiring system.

Although the equipment is specifically designed for use on articulated outfits with Scammell automatic lighting connections, there appears to be no reason why it could not be used on any tractortrailer outfit to give improved interchangeability between trailers.

#### Aluminium Trim

A BROCHURE entitled "Aluminium Bright Trim" has been produced by The Aluminium Development Association, 33 Grosvenor Street, London, W.1. It costs 10s. 6d. and deals with all aspects of anodized aluminium alloys for decorative trim purposes in its 40 pages. Sections are included giving information and advice on fabrication and installa-tion and there is a brief section concerning brightening and anodizing processes.

An appendix gives data on mechanical properties of the various bright trim alloys. Handling, storing and transportation of highly reflective metallic surfaces. and the behaviour of aluminium bright trim under weathering are also dealt with.

#### Heavy-duty Flooring

TWO grades of Tretol Epiflor—the oil and acid resistant floor topping which is applied by trowel-are now available from Tretol, Ltd., London, N.W.9, who have developed a special heavy duty grade. This is designed particularly for use where the flooring must withstand extremely hard wear and has the same resistance to oils and acids as the standard grade. Both grades are said to give a non-slip surface.

The standard colour range of Tretol

(Right) Three of the dispensing stands made by Powerhead, Lid

(Below) Although specifically designed for artic-ulated outfits of their own manufacture, the Scam-mell detachable number plates could be used on any tractor-trailer outfit.



Epiflor has also been widened to include a dark grey shade which will be useful where only sections of a floor are to be treated since it tones in with normal concrete and granolithic floors.

#### Tyre Introduced

NEW commercial vehicle tyre—the A Defiant—has been introduced by the Davies Tyre Co., Ltd. It has a wide, flat tread and the design is said to give both high mileage and good traction. Also, because of an increased pattern depth, it

is said to eliminate tread

splitting.

The tyre is suitable for the rear or front wheels and is made-with either nylon or rayon cords. Sizes available are 7.50-20 (10-ply and 12-ply), 8.25-20 (12-ply and 14ply) and 9.00-20 (12-ply and 14-ply).

The Davies Defiant com-mercial vehicle tyre is made in three sizes with alternative ply ratings.

#### Resin Remover

HAND cleanser which has been developed specially for the removal of synthetic resins such as epoxide and polyester types from the hands is now marketed by Walkers (Century Oils). Ltd., Hanley, Stoke-on-Trent.



The product is called Centisolve, and it is also suitable for the removal of neoprene, dried cellulose and other synthetic finishes. Centisolve is rubbed vigorously into the hands for about a minute and then rinsed off with water.

#### Windtone Horns

NEW high- and low-note horns are now available from Joseph Lucas, Ltd. Called model 9H, they are smaller than their predecessors, model 618, and consume roughly half the current—about 3½ amps. This means that it is not necessary to have a relay in the horn circuit. They can be fitted as a matched



The new Model 9H windtone horns made by Joseph Lucas, Ltd.

pair or singly, and the strength of note is said to be comparable with that from a much larger horn.

Finished in black and designed for underbonnet fixing, the horns cost £1 15s. each.

#### Transmission

#### Belt Catalogue

NEW catalogue A issued by Turner Brothers Asbestos Co., Ltd., Rochdale, entitled Flat Transmission Belting, contains a consider-

able amount of information relating to the use of their square edge and rounded edge rubber belting, hammer mill and tractor belts, balata and fire-resisting belting, and whipcord belts.

Information is also given on the use of belt fasteners and aspects of belt



#### Expansion Trends in Haulage

## Scottish Operators Seek More

N addition to the licence transfers listed below, there are substantial applications from the Scottish Area. Caldwell, Ltd., of Wishaw, ask to add six B vehicles; Malcolm, Ltd., Johnstone, want five vehicles for local operations, while MacKinlay's Detective Agency, of Glasgow, seek five " cash or bullion " vehicles on a new B licence.

Contract A to A: Scottish (South): David Brown, Shotts; M. Allan (Carriers), Ltd., Airth. Northern: Road Haulage (Morpeth), Ltd., Morpeth. South Eastern: H. E. Woodcock and Son, Ltd.

Contract A to B lic.: Scottish (North): Gordon C. Middler, Holding Tealing. North Western: Hunts Removals, Ltd., Crewe; Woods of Middleton, Middleton; H. W. Pickford, Buxton. West Midland: W. O. Fry, Newcastle; H. Copestick and Son, Stoke-on-Trent. Western. Whittons Green and Cream, Ltd., Collompton. Metropolitan: Security Express, Ltd.,

C lic. to B lic.: Northern: T. Rae and Son, Cornhill. North Western: Woods of Middleton, Middleton. Western: H. Hussey, Frampton Cotterell. South Eastern: G. E. Tingley, Eastbourne.

CONTRACTIONS: add, additional; agric., agricultural; art., articulated unit; c, cwt.; g.g., general goods; G.B., Great Britain; ind., indivisible; lic., licence; low-ldr., low-loader; mats., materials; N.U., normal user; S.T., special type; t, tons; T., tipper; trl., trailer; var.. variation: wh., wheels,

NW 24/11/11.—Manchester Light Transport, Ltd., anchester, A var., add I veh. (2t).

NW 24/11/12.—W. J. Molyneux, Preston, A var., add 2 veh. (101/4). (If granted, B lic. will be trrendered.)

add 2 veh. (10½0). (It granted, B IIC, WIII De surrendered, III.)

NW 24/11/13.—H. W. Pickford, Buxton, new B IIC., I within 100 miles. (Veh. at present specified in Contract A IIC.)

NW 24/11/14.—E. Cook (Liverpool), Ltd., new B IIC., 1 veh. (31). Machinery and goods for export packing, packed goods for export, canned goods and foodstuffs and g.g. in connection with import and export trade within 40 miles.

NW 24/11/15.—Unilever, Ltd., Liverpool, new B IIC., 6 veh. (19½0). Distribution of consumer goods from Liverpool and any goods returned to warehouse within 40 miles. (The provisions of Section 180 are to apply.)

goods from Liverpool and any goods returned to warehouse within 40 miles. (The provisions of Section 180 are to apply.)

NW 24/11/16.—Lullever, Ltd., Manchester, new B lic., 5 veh. (194/0.) Distribution of consumer goods from Manchester, and any goods returned to warehouse within 40 miles. (The provisions of Section 180 are to apply.)

NW 24/11/17.—W. O. Sheeram, Middlewich, new B lic., 3 T. (120.) Gas liquor for agric, purposes for Adam Lythagec and Co., Ltd., within 100 miles; building and road making mats, within 20 miles. NW 24/11/18.—Umlever, Ltd., Preston, new B lic., 4 veh. (15/40.) Distribution of consumer goods from Preston and any goods returned to warehouse within 40 miles. (The provisions of Section 180 are to apply.)

from Presson and any goods returned to warehouse within 40 miles. (The provisions of Section 180 are to apply.)

NW 24/11/19.—J. Pickavance, Ltd., St. Helens. new B lic., 15 T. (71½0). Excavated mats., building plant and mats., road plant and mats., to or from sites within 25 miles.

NW 24/11/20.—E. Davies amd Sons, Holwell, B. var., add I veh. (41) (tanker/tipper). Fuel for time burning, industrial lime and limestone, agric, lime and limestone for Messrs, W. L. Hobbs. (Dyserth), Ltd., and Limestone Products, Ltd., St. George, Abergele, within 200 miles.

NW 24/11/21.—J. Foley and Co., Liverpool, B. var., add I veh. (4b). To be used in substitution for any authorized veh. specified in the applicant's or B lies, which has been withdrawn from service-for maintenance, overhaul or repair.

NW 24/11/22.—R. E. Nixon, Ltd., Warrington. B var., add I veh. (4b). Salt for Henry Seddon and Sons, Ltd. (Middlewich), goods for Murgatrovid's Salt and Chemical Co., Ltd. (Elworth), and salt for British Soda Co., Ltd. (Elworth), within 22 miles.

#### SCOTTISH (NORTH)

Applications

SN 25/11/1.—Farm Mechanization Co., Ltd., Cupar, new B lic., 14 veh. (19½1). Goods in connection with the business of Reckie Plant Co., Ltd., wherever required.

SN 25/11/2.—Gordon C. Middler, Holding Tcaling, new B lic., 1 T. (3½1). Goods for Adam Lythace, Ltd., within 60 miles, with extension to Ayr for fertilizers. (If granted, Contract A lic., will be surrendered.)

SN 25/11/3.—Reckie Plant Co., Ltd., Cupar, new B lic., 1 art. (4½1) and a veh. (6½1). Goods in connection with the business of Farm Mechanization Co., Ltd., wherever required.

SN 25/11/14.—Usalvever, Ltd., Dundee, new B lic., SN 25/11/14.—Usalvever, Ltd., Dundee, new B lic.

nection with the business of partir Mechanization Co., Ltd., wherever required.

SN 25/11/4.—Unilever, Ltd., Dundee, new B lic., 2 veh, (73/0). Distribution of consumer goods from Dundee and any goods returned to warehouse, within 55 miles. (The applicants desire that Section 1000-1001).

180 shall apply. Unifever, Ltd., Aberdeen, new B lic., 2 veh. (7/40). Distribution of consumer goods from Aberdeen and any goods returned to warehouse within 60 miles. (Applicants desire that

house within 60 miles. (Applicants desire that Section 180 shall apply.)

SN 25/11/6.—Uniterer, Ltd., Inverness, new R ltc., 2 veh. (81). Distribution of consumer goods from Inverness, and any goods returned to warehouse within 90 miles. (Applicants desire that Section 180 shall apply.)

SN 25/11/7.—M. A. Wilson and Sons, Dunfermline. B var., add 2 T. (101). Road and building plant and mats, within 40 miles. SN 25/11/18.—John R. Miller, Dundec, B var., sdd 2 T. (181).

SN 25/11/9.—Wilson (Findon), Ltd., Turriff, B var., add 1 veh. (3\(^1\)\_41).

SCOTTISH (SOUTH) Applications
SS 25/11/1.—David Brown, Shotts, new A lic. 1
xch. (5/4/) Livestock for G. and G. Johnston.
Livestock Dealers. Wishaw, within Central Scotland and to Crewe. (If granted Contract A lic. will

land and to Crewe. If granted Contact No. 1889 be surrendered.)

SS 25/11/2.—M. Allan (Carriery), Ltd., Airth, A var., add 2 veh. (80). Mainly goods for Schweppes. Ltd., Schweppes (Home), Ltd., and Connock Food Products, Ltd., between Glasgow and North of Scotland. (If granted, Contract A lic, will be sur-

Scotland. (If granted, Contract A lic, will be sur-rendered.).—T. C. Brown and Co., Lochmaben, A var., add 3 veb. (16t). 36 per cent. goods for McGill and Smith, Ayr. 30 per cent. goods for North British Rubber Company, Heathball, Dumfries, 40 per cent. goods for G.M.P., Ltd., Bush House, Aldwych, London, All goods for the above custo-mers. Southern Scotland Traffic Area. Eastern England, London, Midlands, Hereford and Shrop-shire.

England, London, Midianus, Tercanos, Sapire.

SS 25/11/4.—Andrew R, Miller, Uphall, new B lic., 1 veh. (3t). Animal feeding stuffs from Edinburgh, within 25 miles.

SS 25/11/5.—Tohn Kilgour, Camitty, West Calder, new B lic., 1 veh. (4t). Earth removing, road making and fencing mats, within 30 miles.

SS 25/11/6.—Unilever, Ltd., Edinburgh, new B lic., 2 veh. (7t). Distribution of consumer goods from Leith and any goods returned to warehouse within 65 miles. (Applicant desires that Section 180 shall apply.)

shall apply.)

SS 25/11/7—Unilever, Ltd., Renfrew, new B lic.

4 veh, (1554). Distribution of consumer goods from Renfrew and any goods returned to warehouse within 70 mits. (Applicant desires that Section 180

shall apply.) SS 25/11/8.—William Agnew, Newarthill, new B Bc., 1 veh. (41/41.), Road and building mats, and plant, within 25 miles.

SS 25/11/9.—MacKintay's Detective Agency and Guard Service, Glasgow, 5 veh. (5½). Cash or bullion within 60 miles.

SS 25/11/16.—Adam Wilson and Sons, Ltd., Troon, new B lic., 2 arts, (12½). Building mats within 110 miles.

SS 25/11/11.—William McGarvie, Musselburgh, B var., add 1 veh. (2½).

SS 25/11/11.—Gordon B. Caldwell, Ltd., Wishaw, B var., add 6 veh. (24t). Goods within the City of Glasgow and the Counties of Lanark, Dumbarton, West Lothian and Renfrew.

SS 25/11/13.—W. H. Malcolm, Ltd., Johnstone, B var., add 5 veh. (18¾). Road and building plant and mats., within a radius of 25 miles. **NORTHERN** 

N 21/11/1.—Road Haulage (Morpeth), Ltd., new A lic., 1 T (4s 1c). Mainly goods for Eversley Quarry Co., Ltd., as required. (Subject to the grant of this application Contract A lic. will be surrendered.)
N 21/11/2.—J. Hands (Ryson), Ltd., A var., add I veh. (3t 12c). To be used for maintenance purposes only.

I veh. (3t 12c). To be used for maintenance purposes only,
N 21/11/3.—J. W. McMenam, East Boldon, new
B. lic., I veh. (11). Goods for Cleadon Garages.
wrought iron, cartons within 30 miles.
N 21/11/4.—T. Rae numd Son, Cornhill. B var.
add 2 veh. (9;t). Vary lic. conditions to read.
Agric, produce and requisites within 150 miles.
(Vehs. at present specified in C lie.)
N 21/11/5.—Keith Bros., Grange-over-Sands, B
var., add I veh. (2t 12c). G.g. including livestock
within 60 miles of Cark-in-Cartmel.
N 21/11/6.—J. W. Brown and Sons, Richmond,
B var., add I veh. (4'40). Mats and plant for constructing roads and buildings within 50 miles, agric,
produce and requisites within 60 miles, coal and
coke within 10 miles. Bulk grain to Liverpool, Hull.
Manchester and Crewe.

#### NORTH WESTERN

NW 17411/1.—A. S. Jones and Co., Ltd., Liverpool, A var., add 2 veh. (12150 also 1 trl. (5150) (Art.) (tank).

NW 17/11/2.—G. F. Parton. Ltd., Warrington. A var., add 1 T. (70). All classes of agric, arain and feeding stuffs from manufacturers to farms and mills in bulk and by-products as required in bulk within 100 miles.

NW 17/11/3.—Woods of Middleton, new B Ilc., 2 veh. (60). Goods for Greengate and Irwell Rubber Co., Ltd., to Lelesster area and return loads from Pet Foods, Ltd. (Melton Mowbray) for shop deliveries; Lancashire area and Cheshire. (Vehs, at present authorized on Contract A and C Ilc.)

C lic.)

NW 17/11/4.—R. Jump, Oldham, new B lic.,
1 veh. (10). Building mat. and cloth. 50 miles.

NW 17/11/15.—Poulson's Transport, Ltd., Southport, new B lic., 12 veh. (38%). Refrigerators, refrigerating plant and equipment, vending machines and coulpment to and from storage depots as

and equipment to and from storage depots as required.

NW 17/11/6.—A. Thorpe, Bury. B var., 2 T. (8t). Ouarry products, stone, sand, road making mats, and plant and building plant to and from sites within 40 miles.

NW 17/11/7.—Hunts Removals, Lid., Crewe. B var., add 2 veh. (8t). (At present specified in Contract A lie.)

NW, 17/11/8.—J. Taylor. Wigan. B var., add 1 veh. (40). Road mats, for Hard Lane Quarry Co. within 25 miles,

NW 24/11/9.—Maraden Motors, Ltd., Liverpool, A var., add 1 veh. (40) (flat).

NW 24/11/10.—S. Hunst and Sons, Manchester, A var., add 6 veh. (191).

#### WEST MIDLAND

Applications

WM 23/11/1—J. J. Edwards (Coventry), new A
c., I veh. (3½). Removals and storage services,
octained and Wales, as required.

WM 23/11/2—Spiers and Hartwell, Ltd., Eventral produce.

North Yorkshire and Durham.

WM 23/11/3—Three Star Furnishers, Birmingam, new B lic., 1 veh. (1½). Furniture within 5 miles.

WM 23/11/3.—Three Star Furnishers. Birmingham, new B lic., 1 veb. (1/4). Furniture within 25 miles.

WM 23/11/4.—Jukes' Transport. Bucknell, new B lic., 1 veb. (45/4) includes livestock container (1/4). Eventock, within 25 miles.

WM 23/11/5.—A. E. and L. J. Davies, Leominster, new B lic., 1 veb. (5) including livestock container. Farm livestock from Herefordshire, Brecknockshire and Shropshire, to the Bromsgrove Livestock. Ltd.. Great Bridge. Tipton, Staffs. WM 23/11/5.—F. H. Chambers, Henley-in-Atden, new B lic., 1 veb. (23). Cattle foods from Bristol and Avonmouth to own store and delivery to farms within 25 miles on behalf of Crosfields and Calthrop, Ltd., Liverpool.

WM 23/11/7.—Bohertson Pariners Co., Ltd.. Solibull, new B lic., 2 veb. (75/4). Timber, solid fuel, building mats., landscape gardens, requisites, scrap metal and works' rubbish, within 25 miles. WM 23/11/8.—Frans. Bernath and Sons, Stokeon-Trent, new B lic., 1 T. (4). Surplus spoil, road-making mass. for Conwav's Sand and Gravel, Ltd., in connection with their contract with John Laine (Construction), Ltd., for owrk on the Birmingham' Preston Motorway, within 20 miles of Hanchurch WM 23/11/9.—J. A. Foster, Stoke-on-Trent, new B lic., 1 T. (33/4). Surplus spoil, road-making mats, for Conway's Sand and Gravel, Ltd., in connection with their contract with John Laine (Construction), Ltd., on the Birmingham/Preston Motorway, within 20 miles of Hanchurch. WM 23/11/10.—C. Saver and C. Dobbs, Stoke-on-Trent, new B lic., 1 T. (33/4). Surplus spoil and road-making mats, for Conway's Sand and Gravel, Ltd., in connection with their contract with John Laing (Construction), Ltd., on the Birmingham/Preston Motorway, within 20 miles of Hanchurch.

WM 23/11/10.—C. Saver and C. Dobbs, Stoke-on-Trent, new B lic., 1 T. (33/4). Surplus spoil and ad-making mats, for Conway's Sand and Gravel.

(Continued on page 615)



# A.E.C. IN JINJA

In Jinja, Uganda, it is a round-the-clock schedule for A.E.C. trucks. Often over-laden — always coping with the most punishing conditions of heat, humidity and abrasive dust — hundreds of A.E.C.s operate efficiently, day after day, year after year. Whether they are hauling heavy loads on the Lugazi Sugar Estate or providing reliable passenger transport throughout East Africa, A.E.C's goods and passenger vehicles meet every demand. And in Uganda — as throughout the world — A.E.C. service is ready for every contingency.

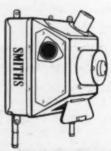


# For that EXTRA margin of quality reliability and service

A.E.C. LIMITED . SOUTHALL . MIDDLESEX



## R.550 REAR-COMPARTMENT HEATERS



SMITHS CAB HEATERS

Using waste heat from the engine to keep drivers' cabs cosy and wind-acreens free of mist and frost, SMITHS Cab Heaters improve efficiency and contribute to safe driving. Basic price of unit from £12.5.0.

THE NEW R.550 HEATER, fitted under the rear seat of a Mini-Bus or other small passenger-vehicle, provides warmth and comfort for winter travellers. This heater is particularly suitable for ambulances and specialised goods vehicles.

It is easy to install, with only two connections to the vehicle cooling system and one to the electrical circuit via a variable speed switch. Operation is independent of driver's cab heater and screen demister unit. In summer the R.550 can be utilised to circulate cool air. Complete with all fittings it costs £20.0.0 retail, and is available for 12 volt operation only.

**SMITHS** 

MOTOR ACCESSORY DIVISION, SALES AND SERVICE, OXGATE LANE, LONDON N.W.2

WM 23/11/11.—J. H. Driscoll, Wellington, new B lic., 1 T. (40). Building mats. and site clearance, within 25 miles. WM 23/11/12.—Samuel Buillie (Pool Hayes), Ltd., Willenhall, new B lic., 3 vch. (17½0. Steel from Ductile Group of Companies within 250 miles, also Scotland as and when required. WM 23/11/13.—C. E. Hobday, Worcester, new B lic., 1 vch. (30). Gg, within 25 miles. WM 23/11/14.—H. Jones, Worcester, new B lic., 2 T. (81). Road surfacing mats. on behalf of Limmer and Trinidad Lake Asphalt Co., Ltd. within 25 miles. WM 23/11/15.—W. O. Fry, Newcastle, B var., add 5 vchs. (21½0). Sand, road and building mats.

within 25 miles. W. O. Fry, Newcastle, B var., and 5 vehs. (21%). Sand, road and building mats. within 60 miles. (If granted, Contract A lics. will be surrendered.)

within 90 miles.

It granted and Son, Stoke-on-trent, B var, add 2 veh. (12½0). Goods for Arminage Ware, Lid., Sanitary Earthenware Manufacturers, Arminage, as required. (If granted, Contract A lic. will be surrendered.)

WM 23/11/12—Administrators of W. A. Cooper, Wolverhampton, B var., add 2 veh. (10½1). Goods for Ductile Steels Group, within 250 miles.

#### EASTERN

Applications

E 27/11/1.—E. G. W. Brown, Burwell, new B lic., 4 veh. (150). Sugar beet collected within 5 miles of base to ralibead or factory; pulp on return; grain for J. L. Newman and Son. Ltd., within 100 miles. E 27/11/2.—Securicor (Southern), Ltd., Cambridge, new B lic., 1 veh. (1½). (Armoured Van). Cash and valuables 20 miles radius.

E 27/11/3.—Securicor (Southern), Ltd., Southendon-Sca, new B lic., 4 veh. (7t). (Armoured Vans). Cash and valuables within 25 miles of Victoria Station, London.

on-Sea, new B lic., 4 veh, (7t). (Armoured Vans). Cash and valuables within 25 miles of Victoria Station. London.

E 27/11/4.—M. T. Lee, South Woodham, new B lic., 2 veh. (4d), Straw, hay, market-garden produce from Woodham area to markets in London.

E 27/11/5.—Fisons, Ltd., Downham Market, new B lic., 3 arts. (8/½t) 2 rts. (22½t). Basc slag. Kainit. gypsum. sugar beet, sludge. potash, salt, soot and lime (all in bulk). Compound fertilizers (in bags and bulk) within 60 miles. (Applicants desire that Section 180 shalt apply.)

E 27/11/6.—R. E. and D. R. Hewitt, Frettenham, new B lic., 1 veh. (40). Building mass., sand; shingle and agric. lime; 30 miles.

E 27/11/7.—C. V. Everson. South Walsham new B lic., 1 veh. (3/4). Demolition mat. and building equipment to and from sites within 40 miles.

E 27/11/9.—Searcheor (Midlands), Ltd., Peterborough, new B lic., 3 veh. (5t). (Armoured Vans). Cash and valuables within 25 miles and those parts of Norfolk within 40 miles.

E 27/11/9.—Hatcher (Framblinghum), Ltd., new B lic., 4 veh. (160) with livestock containers (2t), each. Agric. produce and requisites and livestock within 35 miles.

E 27/111/10.—E. J. Tooke, Southwold, new B

35 miles.

E 27/11/10.—E. J. Tooke, Southwold, new B lie., 1 T. (4t). Sand, ballast and building mats. Fish and fishing gear. Agric. produce within 30 miles. Sugar beet to factory or railhead; pulp on return. Crates for Blyth Depositories. Ltd.

E 27/11/11.—C. Leonard, 01d Hurst, B var., add 1 T. (4t/4t) and vary conditions to read: Overburden, hardcore, sand ballast and road making mats, within 50 miles.

#### WESTERN

Applications

W 21/11/1.—Wincanson Transport and Engineering Co., Ltd., A var., add 4 vch. (36t. 5c) (Tankers). To be used as replacements for Petroleum Products vehs, owned by the licence holder which are off road under repair or maintenance. To be used to supplement Contract A vchs. when required to meet peak demands for the carriage of petroleum products. G.B. (in substitution for an application dated October 31.)

W 21/11/2.—M. Reynell, Brixham, new B lic., 1 vch. (1t 6c). Small household effects within 50 miles.

#### METROPOLITAN

Applicatio

Applications

M 23/11/1.—D. J. C. Ellins, S.W.6, new A lic., 1 art. (60). G.g., G.B.

M 23/11/2.—H. Hearn and Son, Chesham, new A lic., 11 veh. (50) 12e) includes 5 containers (9t 2e). Livestock and g.g., G.B. (If granted, lic. granted to H. Hearn and Son with facilities "livestock, G.B.," will be surrendered.)

M 23/11/3.—Sexton Transport, Watford, A var., add 1 veh. (11 2e). G.g., mainly parcels and furniture, Watford and London; instruments, panels, G.B.

ture, Watford and London; instruments, panels, G.B.

M. 23/11/4,—J. R. Angell, Slough, new B lic., veh. (150). Various goods, within 200 miles and not more than one lourney a month to Scotland.

M. 23/11/5.—Davison's Transport, Lid., Wembley, new B lic., 2 arts. (14½). G.g., within 25 miles: collection and delivery, within 35 miles. Goods for licensee's trunk services.

M. 23/11/6.—H. Pye and Son. Lid., S.E.5, new B lic., 3 veh. (8t 18c). Goods for T. Walvon (London), Ltd., within 50 miles.

M. 23/11/7.—Osean Transport, Ltd., N.7, new B lic., 2 veh. (7t 2c). (Tanks). Petroleum products, within 60 miles.

M. 23/11/8.—Sarson Bros., Stanford-le-Hope. Essex, new B lic., 2 T. (7t 14c). Excavated and surplus mats., building mats, and plant, to and from sites to which the applicant delivers sand or ballast. within 25 miles.

from sites to which the applicant delivers sand or ballast, within 25 miles, M 23/11/9.—P. Thurby and E. G. Muskett, Wickford, Essex, new B lic., 1 veh. (3t 3c). G.g., between Excter and London.

M 23/11/10.—C. J. Griffin, Staines, B var., add 1rt. (1)/4) (low-ldr.). Caravans, not allowed to be towed, G.B. and vary the user on 1 veh.; Towing and carrying of caravans and caravan accessories, G.B.

M 23/11/11.—Security Express, Ltd., E.C.1, B var., add 8 veh. (14t 16c) (All to be hired). Bank and currency notes for Thomas De La Rue and Co., Ltd., cash, payroll money and luncheon vouchers, within 50 miles of Old Street Railway Station. (If granted Contract A lic. for 4 vehs. (6t 4c) will be surrendered.)

M 23/11/12.—Silver Roadways, Ltd., E.16, B var., add 1 art. (4t 5c). To substitute any art. unit specified in A lic. whilst undergoing repair.

#### SOUTH EASTERN

Applications

SE 23/11/1.—H. E. Woodcock and Son, Ltd..
Ashford. A var., add 5 T. (32/4). (If granted Contract A lic. vehs. will be surrendered.)

SE 23/11/2.—Reseabley Transport. Ltd., Maid-stone, A var., add 1 veh. (3/4). (Truck).

SE 23/11/3.—Coust Transport Contractors, Ltd., Shoreham-by-Sea, A var., add 1 veh. (3/4).

SE 23/11/4.—British Road Services, Ltd., Stiting-bourne, A var., add 2 veh. (7). Vans). (If granted 2 veh. (7). Vans). (If granted 2 veh. (7). Vans).

SE 23/11/5.—B.R.S. (Pickfords), Ltd., Southampon, A var., add 1 art. (9½). (Tank.) Viscous bricants for Esso Petroleum Co., Ltd., between awley and Newport (Mon.).
SE 23/11/6.—B.R.S. (Parcets), Ltd., Tuberdells, A var., add 1 art. (6). (If granted 1 veh. will be deleted from Metropolitan Area itc.)

SE 23/11/7.—Securicor (Southern), Ltd., Brighton, ew B lic., 2 vch. (3½1) (Armoured Vans) (Hired), ash and valuables, within 7 miles.

SE 23/11/8.—L. B. Fox, Camberley, new B lic., vch. (1½1). Towing caravans, England, Scotland

and Wales.

SE 23/11/9.—G. E. Timeler, Eastbourne, new B
lic., 1 veh. (2½0). Metal, sand and ballase within
50 miles, (Veh. at present specified in C lic.)

SE 23/11/10.—C. N. Selfe, Hoods, Basingstoke,
new B lic., 2 T. (17½0). Coal from Midlands and
South Wales and scrap metal to Midlands and South
Wales from South East England.

Wales from South East England.

SE 23/11/11.—Securior (Southers), Ltd., Mald-stone, new B lie., 3 vch. (50, (Armoured Vans) (Hired), Cash, 20 miles excluding those parts in the Metropolitan Area.

SE 23/11/12.—Builders Supplies (Teuterden), Ltd., new B lie., 3 T. (100). Builders mast, and builders and civil engineering plant, within 45 miles and 2 T. (73/0). Builders mats, and builders and civil engineering plant, within 45 miles chaulage of coal from the Midlands to Kent, as may be required.

SE 23/11/13.—H. E. Woodcock and Son, Ltd., Ashford, B var., add 1 T. (70). Maintenance replacement veh., to be used in substitution for any veh. of the licencee's fleet which is taken off the road for maintenance or repairs.

ror maintenance of repairs.

SE 23/11/14—R. B. Heard, Bearsted. B var., add 1 veh. (30). Building mats. and builders plant, within 40 miles.

SE 23/11/15.—Stapleton Bros., Ltd., Brighton, B var., add 1 veh. (30). Maintenance replacement vell., to be used in substitution for any veh. of licensee's fleet which is taken off the road for maintenance or repairs.

#### Letter to the Editor

## No Change Intended

MAY I refer to a report in your journal dated November 17, dealing with the grant of five vehicles to Thornbury Transport, Ltd., Bristol.

It is not the intention of Messrs. Robert Wilson and Sons (Est. 1849), Ltd., of Kilwinning, to make any change regarding the haulage of their goods from Glasgow to Bristol. This service has been carried out by ourselves in the past, and it is our customer's intention to still continue to use our service.

There has been no correspondence between ourselves and Thornbury Transport, Ltd., indicating that we were aware of the application for increased facilities. Your press report was the first indication we had on this subject.

Glasgow, E.2.

D. RAFFERTY, Transport Manager, Alexander Scott (Contractors), Ltd.



This 15-ton six-wheeled dumper is the first of 18 similar A.E.C. vehicles being supplied to South African Railways and Harbours. The vehicles are being built in South Africa and have AV 690 engines and sandwich-floor bodies built by Steel Construction, Johannesburg. Pilot U7 twin-ram tipping gear is fitted.

#### Planning for Profit

## Striking a Balance

516

The Ability to Give Customers Immediate but Prudent Quotations Should be Allied to Road Transport's Inherent Flexibility of Movement

WHEN discussing the commercial aspects of transport in this series on October 20, the importance of selling a transport service as distinct from operating one was emphasized. Because his customers are invariably busy people, the haulier must do everything possible to obtain all the information he can concerning the peculiarity of any traffic likely to be offered to him.

There are several reasons for requiring such information. First and foremost the haulier must obviously require to know whether he can physically handle any particular traffic, either in terms of the capacity to handle large quantities within the required period or, alternatively, in the form the customer requires, implying the employment of bulk vehicles.

If the right size of vehicle or, alternatively, a sufficient number of vehicles is not available, then presumably no business would be done. Although apparently of secondary importance, it may well be that prior information as to the available facilities for loading and unloading, or the susceptibility of a particular traffic to subsequent claims for damage or complete loss, may ultimately be of more vital concern to the haulier.

This is because in this instance the haulier may in fact do business with his customer as he has the right type and number of vehicles. Unfortunately, however, both the timetable as regards the quantity to be moved and the rate for the job may have been calculated on either insufficient or inaccurate information. At the other end of the scale, there is virtually no limit to the number of factors which could ultimately affect the operating costs of a particular job, and so its profitability to the haulier.

As an example of the complexity of charging, the review of the railway merchandise charges scheme before the Transport Tribunal lasted from July, 1955, to March, 1956, and the report comprised nearly 1,000 pages of foolscap. Further complications are added, when, as in the House of Commons last week during the debate on the Transport Bill, the social implications of transport operation were added to the purely commercial aspect.

To the small but efficient haulier who wishes to put his costing and charging system on a sound basis, the complexity of the whole subject as instanced in the examples just quoted may at first sight be discouraging. He should realize, however, that he possesses advantages which larger organizations do not. The imposing schedules attached to many comprehensive reports on charges schemes are inevitably the combined effort of a group of persons. No matter how skilled they may be individually, because they are dependent very largely on second-hand information, interpretation of the results obtained at each successive stage of the exercise is necessary.

Despite the best possible intention, misinterpretation is only too easy in such circumstances with the added danger, because of the several stages of development in formulating charges, of magnification of the initial error. Moreover, it would not be exceptional for those responsible for issuing such rate schedules to have no first-hand knowledge of either the vehicle, loading facilities or actual traffic.

In the majority of cases the small- or medium-sized haulier will have direct contact with his customers and will therefore more readily tend to look on each particular commercial relationship as a separate entity. Although this fact may not be recognized as such, it also implies the generally accepted requirement that each particular traffic should stand on its own

feet as regards profitability. In addition to the physical advantages of flexibility and door-to-door service which efficient road transport can provide, this mental approach of considering each particular traffic as a separate entity also has a psychological advantage in engendering the individual service which is conspicuously absent in other forms of transport service.

By maintaining this individual approach to separate traffics, the road haulier will also avoid getting bogged down in discussion on cross-subsidization. This is undoubtedly one of the troubles which the railways are at present suffering and it is a situation which road hauliers should do their utmost to avoid.

No matter how complex evaluation of the several factors affecting charges may become, the starting point for the road transport operator must always be the cost of operating his own vehicle. When accusations of rate cutting are made, there are undoubtedly instances where they are justified, but there are probably many more where they are based on the misconception of the factors involved. There may be special reasons why a competitor may be able to operate at a comparatively low rate which, nevertheless, provides an adequate profit margin. He may have larger or more suitable vehicles available, or his depot may be more geographically convenient for the particular journeys to be undertaken.

Alternatively, in making the original assessment his estimate of the value of the commodity to be carried (and consequent insurance costs), its ratio of bulk to weight or its susceptibility to damage may justifiably differ, with appropriate repercussions on the quotations submitted.

As the operating costs of a road vehicle are fundamentally dependent on time and mileage, i.e., standing time, including loading and waiting times, and the actual journeys undertaken, operating costs and subsequent charges must be similarly expressed.

Dependent upon the type of work undertaken it is convenient to express these charges in alternative form, although basically they are dependent upon the same calculations. Thus a charge can be submitted purely on a time basis—per hour, week or year—inclusive of an agreed and fixed mileage.

As a variation to this arrangement, the charge can similarly be submitted but with the addition of an agreed rate for excess mileage. A common example of this method is to be found in the hiring of private cars, when it is more convenient to both parties to have a minimum mileage included in the basic charge, with a relative addition for excess mileage.

A third alternative is to make a straight charge per mile. This is not to be confused with the charge for excess mileage referred to in the previous example. Where a charge is made solely on a mileage basis this must obviously include an allowance for the standing costs. Because of this need it will be appreciated that it will be inadvisable to submit a quotation solely on a mileage basis where it was known that the mileage would be comparatively small.

In such cases, and whenever information as to both the time and mileage involved in any particular job is indefinite or non-existent, it would be prudent to submit the quotation as a charge per mile plus a charge per hour. In this case, the charge per mile would be calculated directly in proportion to the running costs per mile, and similarly the charge per hour would be based on the standing costs.

In the context of charging, the term mileage can also be used (Continued on page 617)

## Mr Saxon adds to his fleet

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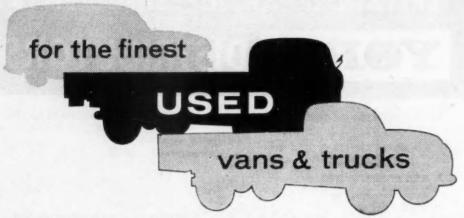
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7-TON	BEDFORD 1959; Fixed Sided 7 Cubic Yard, 300 Bedford Diesel Unit; Repainted; Ready for Work. Seen Birmingham.	£730
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5-TON	DODGE 1956; Tipper; Diesel. Seen Maidstone	£450
8-CWT	COMMER 1959; E.D.V.; Petrol. Seen Maidstone	£295
15-CWT	COMMER 1960; Van; Petrol. Seen Maidstone	£375
15-CWT	COMMER 1960; Van; Diesel. Seen Maidstone	£475
30-CWT	COMMER 1958; Diesel Large Capacity Van; Painted Green. Seen Canterbury	£345
8-CWT	COMMER 1960; Express Delivery Van; Painted Grey. Seen Canterbury	£336
5-CWT	THAMES 1955; Van; Painted Blue. Seen Canterbury	£95
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₹-TON	COMMER 1960; F.C. Dropside Truck; Blue; One Owner; Excellent Condition; 4,000 Miles. Seen Rochester	£499
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(Continued from page 616)

to imply lead mileage and it is obviously necessary to ensure that both parties understand in which sense the term is being used. The particular advantage of referring to lead mileage is when a number of relatively short journeys are to be made within a given radius, and it would be both tedious and time-wasting for both parties to have to determine the actual mileage between a number of points,

Probably one of the most misused and least understood terms is the ton-mile which, in fact, has limited use in a charging system. Whilst it may give an indication-and no more than an indication-of the likely overall efficiency of a vehicle as compared with another, it can be misleading in other respects. This is because it is so dependent on all other factors being equal before a fair comparison can be made. And in transport

operation such factors are so seldom equal.

Thus, to give a hypothetical example, when the appropriate amount of traffic has to be moved, 10 16-tonners would be more economical than five 16-tonners and 10 8-tonners. In other words, the cost per ton-mile, when operating a fleet of 16-tonners (assuming this to be the maximum available size), would be lower than with any other combination. But for practical purposes the number of occasions when just that amount of tonnage would have to be moved between two points would be small indeed Flexibility, rather than the lowest possible cost per ton-mile, would be by far the most important factor in economic operation. Allied to this would be the haulier's ability to assess the likely ebbs and flows in a customer's traffic based on past experience and so gauge-at least to some extent the range of flexibility required.

As a simple, but specific, example of the likely expenditure on which to assess the comparative efficiency of two types of vehicle, I now give detailed costs of a 7-ton rigid and 10-ton

artic, both being fitted with oil engines

Dealing first with the 7-tonner, it will be assumed that the unladen weight will be 3 tons 4 cwt., so incurring an annual licence duty of £46 10s. It will also be assumed that both vehicles operate under A licence and with an appropriate addition for a proportion of the carrier's licence fee, the weekly cost of licences would be 19s, 5d. Wages are reckoned to cost the employer £10 3s. per week. It is assumed that both vehicles are based in a Grade I area as defined in the Road Haulage Wages Council Regulations and that appropriate additions are made for contributions to the Graduated Pension and National Insurance, employers' voluntary liability insurance and holidays

Rent and rates in respect of garaging the vehicle are reckoned to cost the equivalent of 12s. 11d. per week, whilst vehicle insurance is assessed at £2 10s. 11d. per week, based on an

annual premium of £127 4s.

The initial outlay on this 7-tonner is reckoned at £1.600 and interest charged at a nominal rate of five per cent. would add £1 12s, per week. This gives a total of £15 18s, 3d, for the five items of standing costs. Assuming 800 miles per week were averaged, this would be the equivalent to a standing cost of 4.77d, per mile.

Turning now to running costs, it will be assumed that an average rate of consumption of 15 m.p.g. is maintained and that fuel oil is purchased in bulk at 4s. 12d. per gallon. fuel cost per mile would then be 3.32d., lubricants 0.25d. and tyres 1.49d, per mile. This latter calculation is based on a cost per set of £186 and an estimated tyre-life of 30,000 miles.

Maintenance is assessed at 2.46d, and depreciation at 2.00d. The balance to be written off as depreciation is obtained by first deducting the equivalent cost of the original set of tyres from the initial price of the vehicle followed by a further deduction relative to the estimated residual value. Vehicle life is reckoned at 150,000 miles.

The total running cost per mile is therefore 9.52d., giving a total operating cost per mile of 14.29d. The corresponding cost per week, still assuming a weekly average of 800 miles, would be running costs £31 14s. 8d, and operating costs

£47 12s. 11d.

The five items of standing costs in respect of the 10-ton artic" are estimated as follows: Licences £1 12s. 10d., wages (as before) £10 3s., rent and rates 14s. 8d., insurance £3 8s. 2d. and interest £2 8s. 7d.; total £18 7s. 3d., the equivalent of 5.51d, per mile.

Similarly the five running costs per mile for this larger vehicle are as follows: Fuel 4.52d., lubricants 0.27d., tyres 2.08d., maintenance 2.48d. and depreciation 2.71d.; total 12.06d. Added to the standing costs this gives a total operating cost of 17.57d. per mile, or £58 11s. 3d. per week.

COMMENTING on these estimates, it is assumed that the unladen weight of this "artic" is 4 tons 12 cwt. and, because of the increased outlay and carrying capacity, the annual insurance premium is raised to £170 8s. A rate of fuel consumption of 11 m.p.g. is assumed.

As explained earlier the term "ton-mile" can be misleading. Thus in these two examples the cost per ton-mile returned by the 7-tonner is 2.04d, as compared with 1.76d, for the 10-tonner, This comparison is purely hypothetical for most hauliers, however, since persistent 100 per cent. loading is seldom achieved

in practice.

If, for example, after operating a 7-tonner for some time a haulier were to purchase a 10-ton artic and then find that he was only averaging eight tons per journey, the cost per ton-mile on the larger vehicle would, in fact, be higher rather than lower, namely 2.20d. than when he was running the 7-tonner. Even at 8½ tons the cost would be fractionally higher at 2.07d. per ton-mile and would only break even at around 8 tons 12 cwt., always assuming that the additional capital for the larger vehicle was in fact available. The crucial factor in such a situation is the haulier's ability to determine the extent of the ebb and flow of traffic and so choose the most economic compromise relative to type and size of vehicle.

A number of Thornycroft Big Ben Sandmaster tractors with Hands-England oilfield bodies An unifor of Inornycroft Big Ben Sandmasser reactors with Hadas-England collect obtains and tandem-axle semi-trailers have recently been built for A.G.I.P., Milan, the Italian state-controlled oil distributing company. The vehicles have been shipped to Port Sudan, Casablanca and Khorramshahr, Iran. The SL.DN/K6/S tractors have a Thornycroft I1.33-litre supercharged engine and are fitted with winch, headache rack and gin poles. Both tractors and semi-trailers are equipped with tail rollers to facilitate the loading of heavy machinery by means of the winch. Michelin Sahara X 18.00-25 sand tyres are fitted throughout



## Transport in Parliament

#### Ministerial Statements and Replies

#### RURAL BUSES-A DEBATE?

AM still considering the rural bus problem in the light of the report of the Committee on Rural Bus Services. But I am not yet in a position to make a statement about this."

This reply by Mr. Ernest Marples was the signal for a fresh bout of demands that he should do something urgently to help country services. The Minister's announcement would cause great disappointment in the rural areas, where there was a feeling that this long-standing problem had not had the attention it deserved from the Ministry, said Mr. Rupert Speir (Cons., Hexham).
In any closing of branch lines under

the new Bill, replied the Minister, the Area Committee would be deciding upon the degree of hardship and therefore would take into account the alternative bus services-alternative to the railways.

When several Members urged that the House should debate the Jack Report and drew attention to the difficulties facing Wales and Scotland, Mr. Marples pro-mised that representations from both these countries, as well as from England, would be very seriously considered. He was aware of the urgency of the matter.

As for a debate-he would refer that matter to the Leader of the House.

#### RIGHT-HAND DRIVING

A STUDY of what would be involved if right-hand driving were introduced in this country is now being made by the Ministry of Transport. Among the points being considered are the alteration of traffic signs, white lines, minor work at road junctions and the fact that 76,000 public service vehicles would have to be converted. The accident factor would also have to be taken into account. The cost of the change would be very high, but no estimates were yet available, said Mr. Marples in announcing this.

#### FARE CONCESSIONS

DEMANDS for an extension of the power of local authorities to grant concessionary fares were resisted by the Minister of Transport. He sympathized with the problems of the classes of traveller affected by the provisions of the Public Service Vehicles (Travel Concessions) Act of 1955 but was not prepared to propose an extension of the concessions under the Act.

The Minister said that eleven local

authorities had promoted Private Bills seeking powers to make concessions since the passing of the 1955 Act.

Sir David Eccles, the Minister of Education, was not any more forthcoming when he was tackled about reduced rail fares for children of schoolleaving age in their last year at boarding schools. If local education authorities considered that a child needed boarding education they had power to help the parents with the travelling expenses as well as with the fees, he told Mr. Hector Hughes (Lab., Aberdeen North).

He could not interfere with the discretion of fare-fixing bodies to decide on

fare concessions.

#### ROADWORTHINESS TESTS

M.P.s who expressed disquiet at the exclusion of heavier commercial vehicles from the "seven-year test," were assured that their fears were groundless. The Road Traffic Act of 1960 dealt with the condition of both goods vehicles and buses, pointed out Mr. John Hay, Parliamentary Secretary to the Ministry of Transport, when the Commons discussed and approved—the Order authorizing tests for vehicles registered before December 31, 1954.

#### NOISE FROM VEHICLES

NTERESTED bodies" will probably be asked soon for their comments on the proposed regulations for defining excessive vehicle noise. The Minister of

Transport hopes to circulate the proposals shortly.

The regulations, said Mr. Marples, were based on work carried out partly by a committee of the British Standards Institution, representative of most of those concerned, and partly by his department in conjunction with National Physical Laboratory and Motor Industry Research Association. The motor manufacturers had co-operated.

OVER-DRIVING LORRIES

THE Minister of Transport said he had no evidence pointing to a need for legislation to deal with "the increasing number of accidents caused by overdriving of lorries because of payments by result," but he promised to consider any relevant material sent to him by his questioner, Mr. John Mackie (Lab., Enfield East).

PRIVATE MOTORWAYS IDEA

M<sup>R</sup>. Marples was "interested" in a suggestion by Mr. Edward du Cann (Taunton) that future long-distance motorways should be jointly developed by private enterprise and local authorities, but saw many difficulties in the proposal, not least the matter of legislation to enable tolls to be charged.

#### Micrograms

Trolley Service to End: South Shields Town Council is to scrap its trolleybus service within four years.

Speed-up Sought: Birmingham has applied to the Minister of Transport for permission to raise the speed limit to 40 m.p.h. on 12 of the city's main roads. A 40 m.p.h. limit on four de-restricted roads is also sought.

New Cold Store: A new Birds Eye cold store was opened at Renfrew last Friday by Lord Craigton, Minister of State for Scot-land. The store is at the biggest of the five Scottish depots of S.P.D., Ltd., which handles distribution of all Unilever products, well as Birds Eye frozen foods

Safe Drivers: Mr. S. C. Rowell, group traffic manager of the Co-operative Wholesale Society, last week presented awards from the Royal Society for the Prevention of Accidents and cash awards from the C.W.S. to 63 chauffeurs and goods vehicle drivers employed in the London traffic department, at Leman Street.

Co-ordination Sought: The Lord Provost of Glasgow, Councillor Mrs. Jean Roberts, is to call a meeting within the next two weeks of representatives of the British Transport Commission, the Scottish Omnibuses Group and the Glasgow Corporation Transport and the Glasgow Corporation Transport Committee to consider what can be done to achieve a greater measure of co-ordination between road and rail transport in the West of Scotland.

North Central Names: From today the North Central Names: From today the following changes in company names will take effect: North Central Wagon and Finance Co., Ltd., becomes North Central Finance, Ltd.; North Central Wagon and Finance Co. (London), Ltd., will be known as North Central Finance (London), Ltd., the Southern Counties Car Finance Corporation, Ltd., will be the North Central Finance (Southern Counties), Ltd.; and A. J. Stanton and Co., Ltd., becomes North Central Finance (Stanton), Ltd. Argentine Ford Expansion: The Argentinian subsidiary of the Ford Motor Co., Ford-Motor-Argentina, has opened a plant at Pacheco near Buenos Aires for the production of small goods vehicles, vans, station wagons and private cars.

Still in Suspense: As stated in the report in last week's issue of *The Commercial Motor* on an application of Beresford Transport, Ltd., before the West Midlands Licensing Authority, the decision was reserved. A reference in the heading to the licence switch being refused was erroneou

Safety Awards: The Chief Constable of Liverpool, Mr. J. W. T. Smith, last week presented safe driving awards to 88 drivers of the Liverpool Transport Undertaking. Six drivers received 27-year awards. In all, 1,143 of Liverpool's bus drivers have gained safe driving awards this year.

Leyland in Berkeley Square: New offices in Berkeley Square, London, will be taken over Berkeley Square, London, will be taken over by Leyland Motors, Ltd., next Monday, and these will become the headquarters of the Leyland Group sales organization. The export division moves from Hanover Square on Monday, whilst southern regional sales staffs of Leyland and Albion will follow on January 1, 1962. Some of the sales staff of Standard - Triumph International are moving to the new premises later. The address is Berkeley Square House, Berkeley Square, London, W.1.

Arlington Move: The Arlington sales service and spares organization for the Leyland Group has taken over the premises formerly used for their motor coach department at 25 Vauxhall Bridge Road, London, S.W.I. so that there they now have facilities for Leyland, Albion and Scammell operators. Leyland, Albion and Scammell operators, including a comprehensive stock of Leyland Group spares. Facilities include an express parts service by road or passenger train to Leyland users in London and the Home Counties. The Arlington motor coach depot is now at High Street, Potters Bar, Middx.

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- 1954 Foden 8-Wheel D/S Truck, 6LW Gardner Engine, D/D Rear Axle
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#### SCOTLAND:

Atkinson Vehicles (Scotland) Ltd., Carlisle Road, Airdrie. Tel.: Office & Night: Airdrie 2881 Service & Spares: Airdrie 2882.

#### YORKSHIRE:

Comberhill Wakefield Garages Ltd., Olympia Garage, Ings Road, Wakefield. Tel.: Wakefield 6771.

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#### SOKE OF PETERBOROUGH:

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ANUS: Worcestershire, Warwickshire, Shrop-shire, Staffordshire. Ryland Garage Ltd., Ryland Street, Birmingham. Tel.: Edgbaston 4501-5. Grams: Diesel, Birminghar

#### NORTHUMBERLAND, DURHAM:

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Tel.: Swansea 52142.
Grams: Bevan 52142 Swansea.

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RADNOR:

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NORFOLK, SUFFOLK:

FOLK, SUPPULA: Welch Bros. (Contracts), Ltd., Granta Terrace, Stapleford, Cambridge.

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A.E.C. Matador, unregistered, good working order, new battery, spare wheel and tyre, winch, air brakes, etc., 2800. L. W. Vass, Ltd., Ampthill 3255-6.

A.E.C. Mercury Mark II, October, 1958, 10.00 n October, 1958 d condition.
AND I. MONKHOUSE, Brampton, Cumberland.
one, Brampton 494.
938-6026

A.E.C. Diesel Matadors, 4 x 4, heavy-duty power A.E.C. Diesel 6 x 6 chassis and cab.
T. E. CUNLIFFE, 45 Wellington Rd. Handsworth, Birmingham, 20, Northern 0832.

1958 A.E.C. 8-wheeler, 9.6 engine, double drive, air modern type cab, well maintained, £1.630.

1954 A.E.C. 8-wheel bulk tipper, 9.6 engine, all front, air modern type cab, well maintained, £1.630.

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1958 A.E.C. 8-wheel bulk tipper, 9.6 engine, air cacellent running order, £950, 1958.

1958 A.E.C. 8-wheel bulk tipper, 9.6 engine, £1.750, terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts, Stevenage 174.

1956 8-wheel double-drive, air brakes, 40 x 8 tyres, 80%, ex petrol tanker, in excellent condition,

1950 4-wheel A.E.C., 9.6 engine, 20-ft. flat, in very pool, 3. Central 2047.

1950 Monarch 20-ft. sided, 7.7 engine, good condition throughout, £295. E. and J. Davis, Stockwell Rd., Birmingham. Phone, Northern 3934.

A.E.C. Monarch tippers, £130. G. H. Howard, 94 Greenford Rd., Harrow, Middx. Byr 3209. 937-478

#### A.E.C. Wanted

A.E.C. Monarch short-wheelbase. Full particulars, price. Box CM314, care of "The Com-937-446"

#### ALBION

#### ALBION

CONCESSIONNAIRES.

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MILLBURN STREET, GLASGOW, N.I. Phone, Bell 4977

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NEW ALBION VICTOR TYPE VT19AN(HD).

NEW ALBION REIVER TYPE RE27AL.

ALBION CHIEFTAIN SCAMMELL TRACTORS, TWO OF EACH, £350. 937-294

1951 ALBION Chieftain, perfect condition, ex C licence, £200, Mell Street Garage, London, 941-6019

#### Used Goods Vehicles (contd.)

A LBION Clydesdale, 1959 boxvan with new look front, capacity approximately 700-cu.-ft., very good condition, eminently suitable for compact heavy loads, £1.650. Inspection invited at: Blox Services, Ltd., 131 Fountain Rd., S.W.17. Phone, Baham 4244.

FOR sale owing to take-over of business. Two 1952
Albion Victors, 31 seats, Duple bodies, oil engines.
No reasonable offer refused. George Digby, Chapel Rd.,
West Bergholt, Co.chester. Fordham 352. 937-63

1950 Chieftain long-wheelbose 22-ft, p'aiform, £200. 1955 Reiver long-wheelbose platform, £550.

1956 Reiver tipper, Comet engine, £825,

HUDSON, Doncaster Rd., Bawtry, Yorks-e, Bawtry 362, 456- 457. 937-248

#### BENTLEY BROS. (SHEFFIELD), LTD.,

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1955 ALBION Reiver 6-wheeler, double drive, 22-ft. drop-sided body, in excellent running order,

1956 ALBION Chieftain 4-wheeler, 18-ft. body, in USH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 937-239

1957 ALBION Chieftain, Duramin cab, drop-side

1950 Tractor unit. Carrimore coupling. £100. Abbott, Motors. East 1132. 937-317

1959, June. ALBION Chieftain Model CH3N 8-cu-ready for work, £975. Grovebury Commercials, Ltd., Grovebury Rd., Leighton Buzzard. Phone 2192. 937-339

1956 ALBION Reiver tipper, 6-wheeler, £750 o.n.o. 1960 ALBION 73-tonner, £1,100 o.n.o.
1959, November, ALBION 6-wheeler, £1,750 o.n.o.
NEW ALBIONS in stock.

BROWNHILLS MOTOR SALES, Watling St. (A5), Brownhills, Staffs, PHONE, Brownhills 2525-6-7. 937-507

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#### Used Goods Vehicles (contd.)

1960 ALBION Reiver 6-wheel 17-cu-yd. tipper, 39,000 miles, one owner, £1,675, Kin 3119.

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THE NIGHTINGALE ENGRG. CO., LTD., THE LONDON DISTRIBUTORS FOR

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NEW and used vehicles in stock for immediate delivery.

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#### USED 8-WHEELERS.

3-W

1955 ATKINSON 8-whoeler, 8LW 8-cylinder Gardner form body, trailer equipment for 32 tons gross, a unique opportunity to buy a one-owner fully recommended power-plus-economy 8-wheeler.

1957 TKINSON L1586 8-wheeler, 6LW, latest 1957 TKINSON L1586 8-wheeler, tandem Hydrovac brakes, 9.00 x 20 good tyres, flat platform with alloy underframe and new floor, repainted and checked is workshops, ready for work immediately.

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937-195

1957 ATKINSON 2-compartment 3.600-gal. tankers, 3AB pump, tanks, lagged, steam coits, elliptical pump discharge, 6.1W, double drive, 9.00 x 20, automatic grousers, Smiths Garage, Canal St., Nottingham, Phone

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MAIN RETAIL DEALERS FOR AUSTIN COMMER-CIAL VEHICLES AND SOLE DISTRIBUTORS FOR THORNYCROFT COMMERCIAL VEHICLES FOR LONDON AND HOME COUNTIES NORTH OF THE THAMES.

#### OFFER FROM STOCK

#### NEW LUTON VANS FOR IMMEDIATE DELIVERY.

NEW AUSTIN new-type 30-cwt. diesel 500-cu.-ft. Luton van in primer.
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Truck.

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National underfloor tipper on 9.00 x 20 14-pit tyres.

1956 AutSTN 3-ton forward-control 1,500-cu-ft.

Luton van. body rebuilt and in primer. £995.

377-105

NEW BEDFORD TK 10-ton diesel tractor unit, with Scammell coupling, 5-speed gearbox.

NEW BEDFORD 15-cevt short-wheelbase pantechnicon.

280 cu. ft., petrol engine, painted light blue, fitted fibreglass root panels, rear roller shutter, tailbaned, £725,

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NEW BARNET. 320 KING STREET, HAMMERSMITH, LONDON, W.6. PHONE, RIVERSIDE 4111. 937-121

PHONE, BARNET 1066. 186 EAST BARNET ROAD.

SALES STAFF IN ATTENDANCE UNTIL 5 P.M. SATURDAYS.

PART-EXCHANGES? Certainly! Hire-purchase terms.

y on you. JEW BEDFORD TK 7-ton short-wheelbase chassis-NEW BEDFORD TK 71-ton short-wheelbase tipper. NEW BEDFORD 10-12-cwt. and 15-cwt. short-long-wheelbase vans, petrol and diesel. 1954 BEDFORD 7-ton truck, petrol, choice of two, 1925 BedD 7-ton diesel truck, 2-speed axle, 1957 BEDFORD 2-3-ton truck, petrol, £345.

BOXVANS, Luton vans, pantechnicons, tippers, truck and articulated vehicles, special bodywork, composite aluminium alloy.

WE can usually give a favourable delivery and at the right price. For quality in workmanship, service and satisfaction you can rely on us. For recommendations werely on you.

BEDFORDS ARE OUR BUSINESS.

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1961. March. AUSTIN diesel prime mover, fifth-drop-side trailer, low mileser, condition as new, £1,450. BPARIER, DW ANN'S ONS. LTD., Low. Ed., 1,450. 1 Hilsea, Portsmouth Phone, Fortsmouth 60361.

AUSTIN. B.M.C., 1955, 7-ton tipper, fitted with e-cylinder diesel engine and 14-ft. 6in. steel body and 4-ft. ftxed sides, ready for immediate work. MAYFAIR GARAGE, Coleshill Rd., Fazeley, Tamworth. Phone, Tam 3396.

4 X 4, good selection, low mileage, M.o.S. rebuilds from E150 each; 6 X 4, very low mileage, M.o.S. rebuilds, chassis and cabs, from E175 each.

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BOW DEPOT, 497 OLD FORD ROAD, LONDON, E.3.

WELSH HARP, EDGWARE ROAD, LONDON, N.W.9.

CAR MART, LTD.

1957 AUSTIN 3-ton B.M.C. diesel, normal control 1958 AUSTIN 3-ton B.M.C. diesel, normal control 1955 ions-wheelbase drop-side truck, guaranteed, £345.

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CAR MART SALES. LTD., AUSTIN COMMERCIAL VEHICLES DISTRIBUTORS FOR LONDON AND ESSEX. SIX MONTH'S GUARANTEED WHERE STATED.

1960 AUSTIN 5-ton diesel platform truck, in excel-lent condition, a bargain at £595. York Trailers, Corby, Northants. Corby 3561. 938-6024

Used Goods Vehicles (contd.)

UNREGISTERED AUSTIN 5-ton K.4 truck, rear doors, £150. L. W. Vass, Ltd., Ampthill, Bedfe, Ampthill 3255.

58 THE COMMERCIAL MOTOR-Dec. 1, 1961

1957 BEDFORD 7-ton R6 drop-side truck, £300.
1954 BEDFORD 7-ton artic., platform, £160.
1954 BEDFORD 7-ton (petrol) tipper, 12-ca.-yd...
937-511

CHIGWELL ROAD. WOODFORD GREEN,
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PHONE, Brownhills 2525-6-7.

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Gladstone 2727 and 6687.

FROM 10 CWT, to 10 TONS, MOSTLY FROM STOCK.

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GORDON GARAGE (LEYTON), LTD. BRAND-NEW BEDFORD Workobus and Utilabrakes.

BEDFORD 7½-ton TK with Leyland engine, available immediately.

1958 Thames 2-ton diesel van, £275.

E. J. BAKER AND CO. (DORKING), LTD., 209 219 LEA BRIDGE RD., Leyton, E.10. Phone. 937-366

55-61 LONDON STREET.

CHERTSEY.

BEDFORDS for immediate and early delivery.

MAIN DEALERS. 1959 BEDFORD short-wheelbase tippers, 300 cu. 1 diesel engine, fixed- and drop-side steel bod 9.00 x 20 tyres, in good condition, choice of several fro BEDFORD 35-ws, van, petrol engine, very good condition, £215.

1956 BEDFORD 35-ws, van, petrol engine, very good condition, £215.

1959 BEDFORD 5-type 7-ton long-wheelbase truck, in excellent condition throughout, 8.25 x 20 tyres, £595.

1955 BEDFORD long-wheelbase platform, R6 engine, in good condition, £265.

1959 BEDFORD CA van, in good condition, £265.

at 252 Belsize Rd., N.W.6. Mai 0712. K.J. MOTORS, LTD., WIDMORE ROAD, BROMLEY, KENT. Ravensbourne 3456 (11 lines). BEDFORD MAIN DISTRIBUTORS AND PARTS STOCKISTS. PERKINS SIGNHOLDERS.
OPEN SATURDAYS. NEW BEDFORD 15-cwt. builder's truck. £540.

1960 BEDFORD Workobus, £355.
1959 BEDFORD 15-cwt. van, radio, one owner, red, £265.
1959 BEDFORD 15-cwt. short-wheelbase van, one OMMERCIAL vehicle specialists in all ranges of bodywork from 10 cwt. to 12 tons.

PARSONS AND PARSONS (GARAGES), LTD..

THE BEDFORD MAIN DEALERS. FOR YOUR

NEW OR USED BEDFORD.

BACKED BY SEVEN DAYS A WEEK AFTER-SALES SERVICE. OFFER, SUBJECT TO REMAINING UNSOLD, THE FOLLOWING:—

NEW BEDFORDS. TEW BEDFORD 10-cwt. JOP pick-up.

JEW BEDFORD 15-cwt. utility Buserte, green and grey.

USED BEDFORDS. 1960 BEDFORD 7-ton, 168 in., 300 diesel, platform 1960 BEDFORD Marshal utility Busette CAS, £475

BEDFORD 7-ton platform, diesel, £395.
1959 BEDFORD 10-ton tractor unit, diesel, £795.
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1956 BEDFORD 30-cwt. Spurling van, £275.

PARSONS AND PARSONS (GARAGES), LTD.

HARLOW, ESSEX. Phone, Potter Street 121.

1956 BEDFORD 7-ton diesel artic, unit, £195. Phone, 937-483

1957 BEDFORD 5-ton long-wheelbase truck, Bed-ford diesel engine, £295. Edgware 2572, 937-482

BEDFORD

EW BEDFORD 15-ewt. Calthorpe caravan, blue and The BEDFORD 3-ton forward-control truck, 135-in.

EW EDFORD 3-ton forward-control 124-in.-wheelbase Telehoist drop-side tipper, 5-speed gearbox,

EW BEDFORD 7-ton 167-in.-wheel-base forwardcontrol chassis-cab, 350 diesel, 5-speed gearbox, double

THE MAIN BEDFORD DEALERS FULL range of new BEDFORDS from stock. BEDFORD 5-ton truck, grey and black, radio.

BEDFORD 5-ton truck, grey and black, radio.

BEDFORD 5-ton TK diesel truck, one owner,

low mileage, £895.

BEDFORD 7-ton extra long diesel truck,

2-speed rear axie, £92.

BEDFORD 7-ton Comet engine truck, 14,000 miles only, 2-speed rear axie, £895.

BEDFORD 7-ton Comet engine, alloy platform between the process of truck, 16,000 miles only, 2-speed rear axie, £895.

BEDFORD 7-ton, Comet engine, alloy platform between the process of truck, 16,000 miles only, 2-speed truck, repained rear axie, £895.

BEDFORD 7-ton, Comet engine, alloy platform body, £225, 8els/gr Rd., N.W.6. Mai 0712.

Hamilton Motors (LONDON), LTD. 0 EDGWARE ROAD, LONDON, W.2. 2-8. Ambassador 7211. Paddington 6922-8.

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CARMO OF LONDON.

BEDFORD TO THE BACKBONE.

EARLY DELIVERY OF ALL NEW BEDFORDS.

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956 BEDFORD 5-ton tipper.
957 BEDFORD 3-ton diesel truck, choice of two.

1958 350 diesel 6-wheel platform truck, 2-speed axie,

LARGE SELECTION OF CA VANS

FROM £100. OTHER MAKES AND MODELS ALWAYS

AVAILABLE. BACKED BY UNEQUALLED SERVICE AND SPARES FACILITIES.

BEDFORD RECONDITIONED ENGINES FROM STOCK.

NEW TK MODEL AVAILABLE FOR DEMONSTRATION.

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THE BEDFORD CENTRE,

LEIGHTON ROAD.

Gulliver 5555.

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1959 BEDFORD 35-cwt, diesel boxvan, excellent condition.

1930
1956 BEDFORD 5-ton long-wheelbuse diesel tippers.
Anthony hoists and 5-cu.-yd. steel bodies, clean
1956 BEDFORD 5-type 7-ton 300-cu.-in. diesel flat
platform trues.
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platform true

mileage, choice of two.

1959 BEDFORD 10-ton S-type diesel tractor units

2-speed asle, S.A.E. coupling, complete with

Carring 2-4th, steep frame, sided reals.

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BEDFORD 5-ton long-wheelbase truck, diesci.

1958 BEDFORD CA builder's truck.

1956

937-342

CAPITAL MOTOR CO. LTD. REMINGTON STREET, CITY ROAD, LONDON, S Phone, Clerkenwell 7456.

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NEW BEDFORD 15-cwt. 90-in. and 102-in.-wheelbase disease temperature. Secondary 102-in.-wheelbase and 90-in.-wheelbase period vans, immediate delivery. JEW BEDFORD 7-ton forward-control 120-in.-wheelbase standard tipper, 2-speed aste, 9.00 x 20 tyres. early delivery.

1957-59 BEDFORD CA vans, good condition, from FOR immediate delivery of the above new BEDFORDS.

PLEASE phone, Clerkenwell 7456.

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1957 BEDFORD 6-ton 300 diesel light alloy truck, 2-ft, sides, loading board, one owner.
1956 BEDFORD 5-ton boxvan, P6 diesel, 850 cu. R., plain colour, under 3 tons, one owner.

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HIRE-PURCHASE TERMS ARRANGED.

HOWARD 4184 OR 3862. 937-190

1958 December, BEDFORD J-type Scammell tractor
HAMBLINS GARAGE, Rectory Rd., Rushden,
Northants, Phone, Rushden 3211-2. 937-400

1959 BEDFORD 7-ton S-type 300 diesel coachbuilt platform, Baico extension, 9.00 x 20, showroom condition. Bolton Roadways. phone, Bolton 61994.

1956 BEDFORD S-type tractor unit, Scammell hitch, good condition, £415. Arnold 7771. 937-96

BEDFORD 5-ton normal-control chassis-cab. 300-cu.-in.
petrol engine, demonstrator, only 200 miles, £760.
C. Allen and Son, Ltd., Taunton 2055. 938-6046

1956 BEDFORD 5-ton boxvan, 650 cu. ft., three-way
1956 BEDFORD 5-ton boxvan, 650 cu. ft., three-way
1956 BEDFORD 5-ton short-wheelbase tipper, £100.
1955 BEDFORD 5-ton boxvan, 700 cu. ft., doublelined interior, excellent machines, choice of two.

hargain price.

1959 BEDFORD 4-ton diesel drop-side truck, J
Series type, £450 o.n.o.

EASTWOODS COMMERCIAL MOTORS, 27 Aston
Rd. North, Birmingham, 6. Ast 3467.

937-160

1960 BEDFORD 7-ton 5-type tipper, 300 diesel, 2-speed axle, 8575.
1961 BEDFORD J Model long-wheelbase tipper, 1961 BEDFORD J Model long-wheelbase tipper, 1958 BEDFORD artic D-type 20-ft. 8-ton Scammell trailer. 25-ft. 12-ton Tasker Scammell trailer. Would separate at 8675.
30-FT. artic, trailer, Scammell coupling: also several other Scammell and fifth-wheel trailers. Larkswood 5337.

1960 BEDFORD 15-cwt. 102-in,-wheelbase petrol-condition, £350. LEE MOTORS, 674-680 Wimborne Rd., Bournemouth, Phone, Winton 3.

1957 BEDFORD 5-ton. A-type 300 diesel, double-drop-side truck, good tyres, well above average condition, £325. Edgware 2555. 937-170

1959 BEDFORD J-type tipper, with extension sides, 2-speed axle, choice of eight. CENTRAL GARAGE (UPPINGHAM), LTD., Ayston Rd. Uppingham, Rutland. Phone, Uppingham, 337-209

#### BENTLEY BROS. (SHEFFIELD), LTD.,

VAUXHALL-BEDFORD MAIN DEALER. 71 THE WICKER, SHEFFIELD, 3. Phone 29281.

BEDFORD 7-ton long-wheelbase diesel drop-side truck, all good tyres, in excellent mechanical condition, choice of three, 1957 onwards, from £375.

HP. Facilities can be arranged for selected clients, 937-223

#### CAPITAL MOTOR CO., LTD.,

TOTTENHAM LANE. HORNSEY, N.8. Phone, Mou 3451.

BEDFORD MAIN DEALERS, SCAMMELL DISTRIBUTORS.

1954 BEDFORD 35-cwt. Spurling van, in very good order, fitted with heater and Al set of tyres,

1957 7-ton BEDFORD forward-control platform lorry with Bedford 300 diesel, good tyres, repainted and in ready-to-work order, £495.

1959 BEDFORD Utilabrake, in red-torry, excellent condition, £395.

New TK and J BEDFORDS also in stock. Phone. Mountives J451.

#### Used Goods Vehicles (contd.)

1959 (Late) BEDFORD 3-ton boxvan, 200 diesel MIDLAND VEHICLE AGENCY 164 High St., Vic 6040, bordesley, Birminghom 12. Phone. 927-194

1958 BEDFORD (petrol) 5-ton forward-control platform trucks (two), from 6395.

NEW BEDFORDS: 35-cwt, chassis-cab, diesel; TK 167-in, diesel drop-side truck; TK 151-in, diesel

BARTON MOTORS (PRESTON), LTD.,

1961 BEDFORD TK long wheelbase tipper, 2-speed axle, air brakes, twin ram gear, steel body, very clean machine, £1,100. Rhodes, Cardaie Garase, 266 Carlton Rd., Nottingham 52034. 937-XC9048

#### L. A. RICH OFFERS:-

QL BEDFORD 4 x 4, unregistered, low mileage (choice of 10), price £110 each.
OY BEDFORD Baxed-side truck, unregistered (ex-

514 COLDHAMS LANE.

CHERRY HINTON. CAMBRIDGE.

SPURLING MOTORS (CITY) Offer:-

960 BEDFORD TK, 7-ton truck.
959 BEDFORD 5-ton diesel covered truck.
959 BEDFORD 12-seater Workobus.

BEDFORD 7-ton long-wheelbase diesel truck, PURLING MOTORS (CITY), 176-179 Shoreditch High St., London, E.I. Shireditch 8433. 937-347

#### **Bedford Wanted**

WE want BEDFORDS! Trucks, tippers, vans, Lutons, etc. G.T.C. (Commercials), Ltd., 2 Addington Rd., Bow Rd., E.3. Advance 5242-3. 937-429

BEDFORD ALL TYPES WANTED. BEDFORDS WANTED FOR CASH.

#### CHANDLERS MOTORS, LTD.,

71 GREENWICH SOUTH STREET. LONDON, S.E.10

BEDFORD CAV pick-up trucks, in good condition. Faulkners (Transport), Ltd., Fareham, Hants. Phone, Fareham 4234. 940-6057

BEDFORD A-type short-wheelbase and long-wheelbase petrol and diesel trucks required, in good running condition, Faulkners (Transport), Ltd., Fareham, Hants. Phone, Fareham 4234.

#### B.M.C.

1960 B.M.C. 7-ton 8-yd. steel body. Teleboist tipping gear. bargain, 6550.
1956 B.M.C. normal-control vehicle, extension chassis. 17-ft. 6-in. drop-side body, new diesel 5.1 engine EASTWOODS COMMERCIAL MOTORS, 27 Aston Rd. North, Birmingham, 6. Ast 3467. 937-158

B.M.C. 1960 long-wheelbase high fixed-sided timber control of the control of the

1958 B.M.C. 7-tonner, long wheelbase, £600 o.n.o.
1957 B.M.C. 5-tonner, long wheelbase, £500 o.n.o.
BROWNHILLS MOTOR SALES. Watting St. (A5).
BROWNHILLS MOTOR SALES. Watting St. (A5).
PHONE. Brownhilis, 5252-6-7.

TWO 1950 B.M.C. flats for sale, good condition. Quorn Commercial Sales, Ltd., Warner Street Garage, Barrow on Soar, Leics. Quorn 2204. 937-450

1960 B.M.C. steel-body drop-side tipper, £450. MBLINS GARAGE, Rectory Rd., Rushden, orthants. Phone, Rushden 3211-2. 937-397

1953 COMMER QX. light-alloy platform body, excellent condition, £170. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255.

1961, February, COMMER 7-ton demonstrator, Rootes diesel engine, drop-side truck, 9.00 x 20 tyres, Sepced gearbox, flashers, 10,000 miles, cost new £1,740, sale price £1,375. Phone, Caterham 4242.

Dec. 1, 1961—THE COMMERCIAL MOTOR 59

#### Used Goods Vehicles (contd.)

1960 T53 double-drop-side truck, air brakes, heater, flashers, etc., 48,000 miles, immaculate condition, £1,135. Mansheld Auton, Ltd., High Broxhourne, Herts. Hoddesdon 4567. 937-123

15 CWT. forward-control van, foam grey, aliding doors, heater, very clean condition, registered March, 1960, 375. Brew Bros., 133 Old Brompton Rd., 5.W.? Fernancle 3333.

1960 COMMER TS3 12-ton tractor unit, automatic lubrication, automatic coupling.
1958 COMMER 5-ton petrol tippers, 4-eu.-yd. bodies, to hoice of two. Normand, Ltd., 483-491 Northolt Rd., South Harrow. Byron 8096, 9912.

#### COX'S MOTORS (HILL TOP), LTD.

1960 COMMER TS3 short-wheelbase tipper, steel body, air brakes and 5-speed gearbox, excellent

TERMS AND EXCHANGES ARRANGED.

COX'S MOTORS (HILL TOP), LTD.,

127 HILL TOP, WEST BROMWICH, one, Wednesbury 0470, 1047.

COMMER 7-ton long-wheelbase 1959 TS3 diesel U-shaped tipper, good condition, £525.

MEADWAY SPARES, Bordesley Green Rd., Birming-bam, 9. Victoria 4933.

Ex-DEMONSTRATOR, COMMER 7-ton diesel drop-base truck 5.500 miles only, fitted overdrive gearbox, 9.00 x 20 tyres and air brakes, £1.475, Ray Powell, Ltd., Eastern Avenue. Ifford, Essex, Phone, Valentine 0123 937-175

1959 TS3 short-wheelbase tipper, 8-cu.-yd. sicel body, air brake, £650, 1957 TS3 short-wheelbase tipper, timber fixed-side ts3 short-wheelbase tipper, timber fixed-side ts4 short-wheelbase tipper, 156 in., double-drop-do body, £35 to ts-wheelbase tipper, alloy body, £425.

JOHN HUDSON, Doncaster Rd., Bawtry, Yorks, Phone, Bawtry 362, 456, 457.

COMMER 1953 TS3 articulated unit complete with 22-ft. platform semi-trailer, fifth-wheel coupling, good 

MAYFAIR GARAGE, Coleshill Rd., Fazeley, Tamworth. Phone, Tam 3396.

1960, October, COMMER Unipower 6-wheel tipper 18-ft. 6-in. body, £1,300. Rhodes, Cardale Garage, 265 Carlton Rd.. Nottingham 52034. 937-x899048

COMMER express delivery van in grey. INGARFIELD'S GARAGE, LTD., 243 Brixton Rd.,

DENNIS Paz. 1954. P6 engine, coachbuilt platfor body with aluminium floor, one owner, vehicle in ve fair condition, £259. or near offer. Automotive Service Ltd., 50a Overdale Rd., Ealing, W.5. Eal 3652. 937.

1951 DENNIS artic. unit, fitted Scammell or Perkins Pe engine. in good order thro CENTRAL GARAGE (UPPINGHAM). ID. Rd. Uppingham, Rutland Phone. Upp 3296-7-8.

#### Dennis Wanted

DENNIS low-loading chassis-cab required. Phone.

#### DODGE

1958 DODGE 145AR6 6-wheeler (Boys), 14-cu.-yd.
Nottingham. Phone 46674.

1960, October, DODGE 6-wheeler long-wheelbase coas, tipper, Boys conversion, 18.800 Earling and 25° eagine, powered steering, £1.675.

COX MOTORS (HILL TOP), LTD., 127 Hill Top. Wees Brownerich Phone, Wednesbury 0.479 and 19.71-63

#### DODGE DISTRIBUTORS FOR

GLOUCESTERSHIRE, HEREFORDSHIRE, WILTSHIRE.

H. R. WILSON-SCOTT, LTD.

MONK MEADOW, GLOUCESTER. Phone, Gloucester 24447-8. ALWAYS NEW MODELS AND USED VEHICLES IN STOCK.

PART-EXCHANGES WELCOMED.

1955 DODGE 6-wheeler 10-ton drop-side truck, weight 4 tons 10 cwt. tazed, bargain, 338; 27 Aston Rd. North, Birmingham, 6. Ast 3467. 937-292

#### BENTLEY BROS. (SHEFFIELD), LTD.,

VAUXHALL-BEDFORD MAIN DEALER, 71 THE WICKER, SHEFFIELD, 3. Phone 29281.

1957 DODGE 7-ton diesel long-wheelbase twin-ram aske, a most attractive vehicle, good tyres, £595.

H.P. Facilities can be arranged for selected clients, 937-222.

1956 7-ton 19-ft. drop-side truck, Perkins R6 engine, Davis, Stockwell Rd., Birmingham, 21. Phone, Northern 937-388

1955, November, E.R.F., 8-ton 16-ft, platform with bolster for LW engine, 9.00 x 20 tyres, primer A. A. CLARK, LTD., Frances Rd., Windsor. Phone 937-168

1953 E.R.F. 8-wheeler tipper, double drive, 6LW engine, in good running order, one owner since new, bargain, £750. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, 937-238

1948 Unregistered ex-Government E.R.F. artic. with straight of the straight of

#### FODEN

PODEN 6- and 8-wheelers with Gardner 6LW engines, flats and tippers. Also breaking Foden and E.R.F. Engines and gearboases and all spares available. E.R.F. and Foden tractor units, 6LW engines. Price and par-ticulars. Vines, Hardwicke, Gloucester. 937-x8785

TWO 1954 FODEN 8-wheelers with 6LW Gardner engines, 24-ft. platforms £700 the pair. Phone, Waltham Cross 24610. 937-126

AVAILABLE now. 1956 FODEN 8-wheel tippers with gearboxes, 15-u-yed. alloy bodies, Pilot twin ram tipping are specified by appeintment. Phone, Hoveringham Gravels, Ld., Lowdham 3171.

1958 FODEN 8-wheeler, platform lorry, 25-ft, body, appearance almost as new, £1,750.

RUSH GREEN MOTORS, Langley, Hitchia, Herts. Stevenage 174.

1950 FODEN 8-wheeler, Gardner 6LW engine, double drive, twin steering, 24-ft, platform body on aluminium frame offers invited. Silver Line Motors, Bessemer Rd., Welwyn Garden City, Herts. Phone, 937-311

#### FORD THAMES AND FORDSON

O'se Thames Trader 2-ton van, registered May. 1959.

O'se Thames Trader 2-ton van, registered May. 1959.

Two Thames Trader 2-ton 4D vans. registered 1958 and 1959. from £290.

PHONE. Romford 45991. Mr. Cavey. United Components, Ltd., Eastern Avenue, Romford, Easex, 337-73

#### BEACON MOTORS, LTD.

1960 Thames 2-ton Trader truck, one owner, 10,000 miles, spare unused, absolutely as new, £460. PART-EXCHANGES AND TERMS.

BEACON MOTORS. LTD.,

ASTON ROAD, ASTON, BIRMINGHAM, 6.

1960 FORD Trader long-wheelbase twin Pilot-ram (hoper, 12 cu. yd., £850 or near offer. Phone, 937-83

30-FT, artic trailer, Scammell coupling, also several other Scammell and fifth-wheel trailers. Brockhouse, Frader, articulated 25-ft, trailer, Brockhouse, 6750 Larkwood 5347.

FORD forries. Surplus to requirements. 1950. Pyrkins dissel. E.550. Several 4D disselse pitaled for 5 tons. 2550. All with flat aluminium alloy bodies. Condition, any inspection. Rirby and West. Ltd. Western Boulevard, Leicester. 937-23

#### Used Goods Vehicles (contd.)

1958 Trader 6D 5-ton short-wheelbase 5-yd, steel 1960 Trader 6D 7-ton short-wheelbase steel U-shape body excellent tyres, 9-00 x 20, heater, idy machine, ready for work, £325.

1957 FORD 4D 1,000-cu.-r. Luton van with entra side tooding door, ex C-leence, £385.

EASTWOODS COMMERCIAL MOTORS, 27 Aston Rd Worth Birmingham, 6, Aut 3467, 937-159

#### GORDON KING MOTORS, LTD. FORD AND THAMES DEALERS.

TRADER 4D diesel 4-ton chassis, fitted with 1.250-cu.-fr. low-loading Luton body, new and unregistered, ex-works, for immediate delivery, £1,175. TRADER 4D diesel 4-ton low-frame chassis, fitted with 1.250-cu.-ft. body, as above, immediate delivery from 1.1250-cu-ft. body, as above, immediate deriver, restricted for 1.195.
1957 of Diesel engine, in excellent condition, £275.
ET us quote you for your apecial body requirements.

MITCHAM LANE, S.W.16. Streatham 3133-4.

FORD Thames Trader 1959 short-wheelbase 7-ton 6D diesel tipper, steel body, 9,00 x 20 tyres, rebuilt and repainted as 'ew condition, any sensible offer accepted RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-2. 937-199

1959 FORD Trader 6D 7-ton drop-side truck, first-class condition, 1957 FORD 6D 5-ton platform truck, good condition.

CAPITAL MOTOR CO., LTD., Remington St., City Rd. N.1. Clerkenwell 7456-9, 397-178

#### HUNTER VEHICLES, LTD.,

CROWN WORKS, 290 SOUTHBURY ROAD, ENFIELD.

1957 Thames 3-ton boxvan, 525 cu, 4D, one owner, 4-ton tyres, 525 cu, 4D, one owner, 4-ton tyres.

IMMEDIATE DELIVERY.

HIRE-PURCHASE TERMS ARRANGED.

Howard 4184 OR 3892. 937-189

1957 FORD 4D diesel iong-wheelbase, low body, in marvellous condition, £200.

PEARL STREET GARAGE, 17 Pearl St., Sheffield. 937-254

1959 Trader 7-ton long-wheelbuse platform, £550.
1959 Trader 7-ton long-wheelbuse tipper, fixed sides, £505.
1959 Trader 7-ton Baico extension chassis and cab to take 20-ft body, £475.
1961 Trader 7-ton Baico extension chassis and cab to take 20-ft body, £475.
1961 Trader 7-ton Baico extension chassis and cab to take 20-ft body, £475.
1972 Trader 7-ton long-wheelbuse platform, £550.

#### BENTLEY BROS. (SHEFFIELD), LTD., VAUXHALL-BEDFORD MAIN DEALER,

71 THE WICKER, SHEFFIELD, 3. Phone 29281.

1958 FORD Trader 5-ton long-wheelbase, diesel, most useful truck, 4850.

H.P. Factities can be arranged for selected clients. 937-224

FORD THAMES Trader 1937 7-ton short-wheelbase tipper, fitted with 6D diesel engine and R-cu-yd. steel body, 900 x 20 tyres, good general condition, FORD THAMES Trader 1958 5-ton long-wheelbase tipper, fitted with 6D diesel engine and 12-ft. 6-in. long wooden body with 2-ft. double-height drop sides, FORD Trader 1959 articulated unit, fitted with Scammell couplings and 25-ft. drop-side trailer, in MAYFAIR GARAGE, Coleshill Rd., Fazeley, Tamworth, Phone 3396.

#### T. C. HARRISON, LTD.,

MAIN FORD DEALERS. LONDON ROAD, SHEFFIELD.

Phone 29091. 1955 Thames 4D 3-ton 157-in. platform lorry, £260.

CHOICE of second-hand 5-7-cwt. vans.

ALL models, new light vans, ex-stock.

THAMES Trader 108-in, tippers, 138-in.,
cats ex-stock. THAMES Trader 108-in. tippers, 138-in., 160-in. chassis-cabs ex-stock. EDBRO tipping gears ex-stock.

1960 FORD Trader short-wheelbase tipper, Edbro body and gear, good 9,00 x 20 tyres, a clean motor at only £500. Rhodes, Cardale Garage, 269 Carlton Rd., Nottingham 52034.

1959 FORD 6-cu-yd, tipper, £500 o.n.o. BROWNHILLS MOTOR SALES, Watling St. (A5), PHONE, Brownhills, 2525-6-7.

#### Used Goods Vehicles (contd.)

1954 November, FORD 3-ton 4D Luton, 700 cu. ft.,
PEARWOOD MOTOR CO. TD. Bearwood Rd.,
Smethwick, Staffs. Phone, Bearwood 2913,
937-529

1960 FORD Trader 7-ton diesel long-wheelbase plat-form truck, drop side, 6675. 1959 FORD Trader 7-ton diesel long-wheelbase plat-form truck, £525. 1958 FORD Trader diesel 4-ton platform truck, £290. IER MOTORS, LTD., Ewell By-pass, Surrey, e. Ewell 2382. 937-484

#### GATES OF WOODFORD,

FORD MAIN DEALERS. CHIGWELL ROAD, WOODFORD GREEN, Wanstead 6633,

1961 THAMES 15-cwt. truck, £380.

Trader 5-ton 6D drop-side truck, £750. 961 1960

THAMES Trader 6 x 4 platform, power steering and air brakes, £1,800.

THAMES Trader articulated unit, fifth wheel, £650.

HAMES Trader 7-ton 7-cu.-yd. Edbro tipper, THAMES Trader articulated unit, Brockhouse and Thames Trader articulated unit, Brockhouse articulated unit, Broc

1958 THAMES Trader 7-ton platform, £620.
1958 THAMES Trader 5-ton 5-cn.-yd. Anthony
1958 THAMES Trader 5-ton 4D drop-side truck. E400. THAMES Trader 7-ton drop-side truck, £500. 937-512 1958

1959 FORD Trader long-wheelbase tipper, fixed sides, E425 FORD Rectory Rd., Rushden, Northants. Phone, Rushden 3211-2. 937-398

1960 Long-wheelbase drop-side tipper, £675. Leyton-

#### Ford Thames and Fordson Wanted

WANTED, FORD 4D vans and Perkins, all capacities, from 1956 onwards. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2033-478

WANTED. Used Thames 4D vans, trucks and Lutons, 1957-60. Ferraris of Cricklewood, Ltd., 260-220 Cricklewood Broadway, N.W.2. Gladstone 2234-5-6-7, 337-136

#### GUY

1961 GUY Invincible 8-wheeler, 6LX engine, almost R USH GREEN MOTORS, Langley, Hitchin. Herts. Stevenage 174.

1958 GUY Warrior, Meadows ensine, Eaton 2-speed
4-4t, platform 8850 o.n.o.
HAMBLINS GARAGE Rectory Rd., Rushden,
Northants Phone, Rushden 3211-2.

#### KARRIER

#### Karrier Wanted

KARRIER Gamecock chassis-cab or flat platform, required urgently. Phone, Marazion 482. 937-182

#### LEYLAND

1953 LEYLAND Octopus 8-wheeler, 600 engine, sided truck body. excellent condition throughout.

SHENTON MOTORS (LONDON), LTD., 706 Old Kent Rd., S. E.15. New Crass 3653.

1959 And 1960 LEYLAND Octopus and Hippos short-wheeltase tippers with Pilot sears and JEFFREYS COMMERCIAL MOTORS, Swansea. Phone 72415-6-7. 937-6032

SALE, 1958 LEYLAND Super Comet platform long-wheelbase £925 o.n.o. I. D. Morgan, Ltd., Cymric Buildings, Cardiff Docks. 937-151

### BIRD'S COMMERCIAL MOTORS. LTD..

BIRMINGHAM ROAD, STRATFORD-ON-AVON. Phone 3222-3-4 and 2136. Grams, "Quicksale."

ONE LEYLAND Beaver tractor, 1953, complete with Dyson 25-ton trailer, 16 ft. in the well, first-class ONE LEYLAND Super Beaver tractor, 1961, complete with 25-ton Tasker trailer. 937-202

L EYLAND Hippo 6-wheeler double-drive, wrap-rou type modern cab, excellent condition, £750. Wall Walker (Ecclesheld), Ltd., 248 The Common, Eccleshe near Sheffield. Phone 3667.

1961 LEYLAND Beaver tractor unit, 680 engine,
1967 S.A.E. ronofine, in first-cluss order.
1957 LEYLAND Hippo 6-wheeler, nit brakes, 22-16,
1957 LEYLAND Hippo 6-wheeler, nit brakes, 22-16,
1957 LEYLAND Win-sterr 6-wheeler, nit brakes,
1956 LEYLAND October's 6-wheeler, nit brakes,
1956 LEYLAND October's 6-wheeler, nit brakes,
1958 May 1967 See See See See See See See See See 1978 See See 1978 See See 1978 S

L EYLAND Comet 1957 long-wheelbase tipper, fitted with 14-ft. 6-in, long wooden body with 4-ft. fixed sides, useful vehicle in good condition.

MAYFAIR GARAGE, Coleabill Rd., Fazeley, Tamworth, Photor, Tam 3396.

1956 LEYLAND Comet 6-wheeler, £1.050.
1956 LEYLAND Comet, rebuilt, £1.250.
1953 LEYLAND Octopus, alloy coal body, £1.000,
1953 LEYLAND Octopus, coal body, £1.000,
1954 LEYLAND Octopus, alloy body, £1.000.
NEW LEYLANDS from stock.

BROWNHILLS MOTOR SALES, Watling St. (A5), Brownnills, Staffs. PHONE, Brownh.lls 2525-6-7.

LEYLAND Comet tractor unit, very good tyres, clean, smart vehicle, August, 1949, £195. Edgware 2572, 937-481

1959 LEYLAND Comet tipper, 12-ft. body. 2-speed axie. 5-speed box, 6775. Rhodes, Cardale Garage, 269 Cariton Rd. Nottingham 52034.

#### MERCEDES-BENZ

ROSE AND YOUNG (ENGINEERS), LTD., offer:-1961 MERCEDES-BENZ L319 diesel low platform offered at 6985.

46-50 STREATHAM HILL, S.W.2. Tulse Hill 0166.

#### MORRIS AND MORRIS-COMMERCIAL

DICKINSON AND ADAMS (LUTON), LTD., Leagrave Rd., Luton, Beds. MORRIS-COMMERCIAL distri

1-TON diesel FG drop-side truck 2-TON diesel FG chass's-cab.

12 Vans and pick-ups

J4 Vans and pick-ups DICKINSON AND ADAMS. Luton 51221.

#### SCAMMELL

PARADISE MOTORS, Geldart Rd., Birstall, Yorkshire, Phone, Morley 1029, 20-ton SCAMMELLS and 25-ton low-loader trailers, new cab and latest-type bonnets and wings.

#### CAPITAL MOTOR CO., LTD., THE LONDON SCAMMELL DISTRIBUTORS. REMINGTON STREET, CITY ROAD, N.I.

SALES. SERVICE AND SPARES.

SCARMELL trailers. 3-12-ton; for use with Bedfords and other 4-sheel tractors; early delivery. SCAMMELL 8-ton 23-4f. sided trailer, immediate Albert 1-sided trailer, immediate HANDYMAN 24-ton GVW articulated outfits and Routeman 14-15-ton 8-wheel rigid, early delivery. LONDON'S largest SCAMMELL spare parts stockists.

REMINGTON ST., City Rd., N.I. (Near Angel.) 937-177

#### Scammell Wanted

WANTED, 6-ton SCAMMELL Scarab diesel. WALLACE TRANSPORT. 111 Breeze Hill. Liver-937-247

#### SEDDON

1956 SEDDON Mk. 14 5LW tipper, Pilot U4, ready for work, Smith's Garage, Canal St., Notting

SEDDON Mk. 15-10, registered November, 1959, 20-ft. fat alloy hardwood floor, 2-speed sale, 10.00 s 20-bbly tyres, fully automatic lubrication, three months' guarantee, immaculate condition, £775.

#### COVENTRY AND JEFFS, LTD.,

COMMERCIAL VEHICLE SPECIALISTS. STAFFORD STREET.

Bedminster, Bristol, 3. Phone 66-4661 (four lines).

1959 SEDDON tractor unit, Cummings engine, fifth-wheel coupling, air brakes.
1959 SEDDON tractor unit, 6LW, fifth-wheel coupling, air brakes.
1959 SEDDON tractor unit, 86 engine, Carrimore involvating trailer. OSWALD TILLOTSON, LTD., Summit Works, Burnley, Phone 2201-4. 937-35

1956 SEDDON. Gardner engine, long wheelbase, BROWNHILLS MOTOR SALES. Watling St. (A5), Brownhills, Staffs. DHONE. Brownhills, Staffs. 937-503

#### STANDARD

1956 STANDARD Vanguard, diesel van, well above average condition. 6195. Edgware 2555.

Used Goods Vehicles (contd.)

#### THORNYCROFT

MARSTON MOTOR CO., LTD.

SEVEN SISTERS ROAD, TOTTENHAM, LONDON, N.15, Phone, Stamford Hill 8000.

SOLE DISTRIBUTORS FOR THORNYCROFT COMMERCIAL VEHICLES FOR LONDON AND HOME COUNTIES NORTH OF THE THAMES.

WE CAN NOW OFFER ADVANTAGEOUS DELIVERY OF ALL THORNYCROFT MODELS.

#### TROJAN

1955 TROJAN, P3 diesel, large capacity boxvan, excellent condition, £145. Edgware 2555.

#### UNCLASSIFIED

BEARD'S.

THE PEOPLE FOR COMMER IN NORTH NOTTS.

1960 COMMER 1-ton forward-control van. green sliding doors, 4-99 diesel engine, 24,000 miles 1960 COMMER 14-ton forward-control super capacity van. petrol engine (chrome bores), ivory, very

1958 COMMER 30-cwt. normal-control truck, Rootes gear, 10-ft, drop-side end tipping bodywork, repainted

1957 COMMER 11-ft, 9-in wheelbase end tipper, 4-speed gearbox, fitted Pilot gear, 14-cu-yd, fixed-side

4-speed gearous, including alloy body, alloy body, alloy body, alloy body, and a second fine property of traction of the second fine property of the second fine property

#### R. S. BEARD AND CO., LTD., NOTTINGHAM ROAD.

PHONE, MANSFIELD 1923 (four lines)

#### TOLLGATE GARAGE.

MOTOR AND AGRICULTURAL ENGINEERS.

RYE, SUSSEX. Phone. Ryc 3105.

1957 4D Thames, 5-ton long-wheelbase drop-side, one 1957 local owner, low mileage, £275, and the standard cattle container (Tiverton body) platform lorry, fitted heater, twin passener seat and interior light, £650.

1957, November, AUSTIN diesel 30-cwt. forward-control van, one owner, very clean and sound,

1958 FORD 7-cwt. Thames van. used privately only, 1958 £225, 1958

### GARLICK. BURRELL AND EDWARDS, LTD.,

188 REGENT ROAD, LIVERPOOL, 20. BEDFORD BEDFORD.

WE OFFER THE FOLLOWING QUALITY USED VEHICLES. SUBJECT TO BEING UNSOLD.

THE EMPHASIS THIS WEEK BEING ON THAMES VEHICLES.

#### TAKEN IN PART-EXCHANGE. THAMES USED VEHICLES.

1960 Thames Trader 7-ton long-wheelbase platform truck, fitted heater, screen wash, exterior son visor, chrome front dises, in immaculate condition; choice

of two.

1958 round condition.

1959 to be sold at hargain price.

1959 round condition round.

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PART-EXCHANGES ACCEPTED, DEMONSTRATIONS AT YOUR PREMISES, DISTANCE NO OBJECT, AT ANY TIME TO SUIT YOUR OWN CONVENIENCE.

GARLICK, BURRELL AND EDWARDS, LTD.,

188 REGENT ROAD, LIVERPOOL, 20.

Phone, Bootle 4343. 937-79 Dec. 1, 1961—THE COMMERCIAL MOTOR 61

#### Used Goods Vehicles (contd.)

HARRY DANDO.

VAUXHALL AND BEDFORD MAIN DEALERS. WEST END GARAGE, CHIPPING SODBURY, BRISTOL.

Chipping Sodbury 2277 (four lines). YORK trailers. Full range nearly always in stock, 20-ton tandem axle up to 27 ft. TRADE for Gloucestershire, Willshire, Somerset, Devon and Cornwall.

#### NEW VEHICLES.

A.E.C. Mustang twin steer chassis and cab, air brakes, on 10.00 x 20 14-ply tyres, £3,095, A.E.C. charge truck mixer lotry, engine driven, bydraulic drive, complete and for immediate delivery,

hydraulic drive, compilete and for immediate delivery, 64,790.

BEDFORDS, Super Vega, 41-seater, 300 diesel, 14-year mouldings, top sliding windows, glass rood quarters, headralf racks, recirculator heater, trimmed in red moquette (Firths 426), catterior blue-lvory, ready for immediate delivery, 64,122.

Delivery, 64,122.

Delivery, 64,122.

Delivery, 64,123.

Delivery, 64,124.

Delivery, 64,125.

Delivery, 64,125.

Delivery, 64,126.

Delivery, 6

#### LONG WHEELBASE.

B.M.C. 1957 diesel rigid 6-wheeler, platform body, good condition throughout, £750. 1953 8-wheeler, long-wheelbase platform, PRISTOL 1953 8-wheeler, long-wnecrouse

8:300.

MAUDSLAY 1951 8-wheeler, long wheelbase, 24-ft.

MAUDSLAY 1951 8-wheeler, long wheelbase, 24-ft.

The particular long of long-wheelbase platform, 6253.

BEDFORD 1956 R6 long-wheelbase platform, complete
with hydraulic sack loader, in outstanding condition, LBION Reiver 1956 long-wheelbase 6-wheeler, A aluminium underframe, wood floor, good condition, one owner, £600.

#### TIPPERS.

THAMES Trader, 1999, medium-wheelbase, 7-ton diesel, titted with twin front-ram tipping gear and wood body, £673.

THAMES Trader 6-v6, steel body, 9.00 x 20 tyres. The following properties of the following properties of the following properties of the following the registered both has never carried a load, £1,375.

A.E.C. Mammoth Major 8-wheeler, 1954, 9.6 engine recently filted (works reconditioned), 16-ft. 9-in. wheelbase, double drive, fitted with new Pilot tipping gear and wood drop-side body, £2,200 drop-side tipper, £250. EYLAND Comet, ECO2/IR. 1954, long-wheelbase, wood drop-side front-ram tipper, very well maintained and in good mechanical condition throughout, ESO0.

LEYLAND Comet ECO2-4R 1957 normal-control long-wheelbase tipper, Pilot (win-ram gear and wood drop-side tipper, Pilot (win-ram gear and wood drop-side tipper, Pilot (win-ram gear and wood drop-side tipper, Pilot (win-underbody), grant wood fixed-side body, in exceptionally good condition throughout, ready for immediate hard work, £1,000. and condition throughout, ready for immediate hard work, £1,000. 1956 5-ton A-type standard wood drop-side belower, £1,000. 1956 5-ton A-type standard wood drop-side below the first of th

#### TRAILERS AND ARTICULATED.

BEDFORD 1955 10-ton R6 tractor unit. complete with Scammell 23-ft. platform trailer, on 9.00 x 20 12-ply tyres, this vehicle is in exceptionally good condition and has good tyres, £550.

DODGE 1954 P6 tractor unit, 2-speed ante, complete with Carrimore 23-ft. semi-trailer with boxvan body. E.R. F. 1046, Gardner 5l.W tractor unit, in exceptionally good condition throughout, complete with Hands tandem-axie platform trailer, £8750.

DYSON 8-ton independent trailer, air brakes, this trailer is practically unused, £400.

B.M.C. diesel engine, 6100. A.E. coupling, vacuum brakes, 6100.

RAPIER 3-ton pneumatic tyres, non-slewing yard crane, full castor action steering gear wheels, \$600.

#### HARRY DANDO,

VAUXHALL MAIN DEALERS. WEST END GARAGE, CHIPPING SODBURY, BRISTOL.

Chipping Sodbury 2277 (four lines).

Phone 29281.

BEDFORD 7-ton long-wheelbase diesel drop-side truck, all good tyres, in excellent mechanical condition, choice of three 1957 onwards from £375.

1958 ALBION Chieftain, alloy-framed wooden plat-quality vehicle at an extremely attractive price, £695.

1958 FORD Trader 5-ton long-wheelbase diesel, most useful truck, £450.

20 Lyres, low mileage, a most useful truck, £450.

21 DODGE 7-ton diesel long-wheelbase twin-ram plate of the price of the p

BENTLEY BROS. (SHEFFIELD), LTD., VAUXHALL, BEDFORD MAIN DEALERS, 71 THE WICKER, SHEFFIELD, 3. Phone 29281.

Wide range of petrol and diesel engines. Commer A Wide range of petrol and diesel engines. Complew COMMER personnel carrier, diesel, red. 1960 COMMER 15-cwt. petrol boxvan, hinged doors the above available for immediate delivery.
937-93

HALE MOTORS TOTTENHAMD, LTD.,
THE HALE. N.17,
Tottenham 7771 (five lines) NEW Thames Trader 6D chassis-cab.

RAY POWELL. LTD.,

PART-EXCHANGE ARRANGED.

USED VEHICLES DIVISION, BURNLEY Phone 2201-4.

platform lorries.

HOICE of several alloy van bodies suitable for the bottling trade. ALL INQUIRIES-PHONE OR CALL

1959 BEDFORD 7-ton, 300 engine. 16-ft. 6-in.
1957 BEDFORD 7-ton, 300 engine. 16-ft. 6-in.
1957 BEDFORD A-type long-wheelbase tipper, P6 ensine. 20-ft. alloy tipping body.
1958 Thornword 1958 Common 1958 Common 1958 THORNYCROFT Trident. 6-cylinder diesel casine, 20-ft. alloy drop-side body.
1959 DODGE. Leyland engine. 5-speed, 2-speed axle.
1959 Betting 1959-60 Bedford, Dodge and Trader platform lorrics.

1957 am body.
1959 ATKINSON 4-wheeler, 5LW alloy underframe mody.
1960 ATKINSON 4-wheeler, 5LW alloy underframe models of the state of two.
1960 BLM.C. 7-ton tractor unit, 6-eylinder diesel engine, fifth-wheel coupling.
1960 BLM.C. 7-ton tractor unit, 6-eylinder diesel, engine, fifth-wheel coupling.
1960 BLM.C. 7-ton tractor unit, 6-eylinder diesel, 2-speed Boys axie, 21-ft, platform body.
1960 BLDFORD Factor unit, 6LW engine, 23-ft.
1960 SEDDON tractor unit, 6LW engine, 6fth-wheel september of two.
1961 BLBION Clydesdale tipper, 4-cylinder Albion engine, 15-ft, alloy tipping body, choice of two.
1962 BLDFORD 7-ton, 300 engine, 16-ft, 6-in.
1963 BLDFORD 7-ton, 300 engine, 16-ft, 6-in. 957

late. HAMES County, 60 engine, County third axie, 21-ft. County billing body.
COMMER TS3 1987, 2-stroke engine, 5-speed, air brakes, alloy invalided van body.
1959 60 MORRIS-COMMERCIAL 7-ton 6-cylinder disches the county of th 107cc. ALBION Chieftain. 4-cylinder diesel engine, 957 5-speed, 17-ft, platform body. 959 5EDDON SD4 tractor unit, Cummins engine. 2-speed, fifth-wheel coupling. 957 COMMER T53, 4-speed, air brakes, insulated

1958 BEDFORD 7-ton drop-sided truck. Bedford properties of three. Septend aske, choice of three. COMMER TS3 6-wheeler, 4-speed gearbox, Boys third axie, 22-ft. platform body, immacu-

1960 COMMER TS3 tractor unit, fitted with Scammell coupling, choice of two.
1959 FODEN 6-wheeler, 2-stroke engine, air brakes,
1959 DODGE 6-wheel tipper, Leyland engine, Eaton
1959 GUY Warrior tractor unit, Leyland engine.

KINGSWAY WEST, DUNDEE. Phone 66336. BRYMBO GARAGE NEWCASTLE-UNDER-LYME. one, Newcastle-under-Lyme 51331.

293 LIVERPOOL STREET, SALFORD, 5. Phone. Pendleton 2845-6.

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OSWALD TILLOTSON, LTD. SUMMIT WORKS, BURNLEY. Phone 2201-4

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£550. loss BEDFORD articulated tractor unit, with pole carrier, in very good order, repainted, good order, goo

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CHASESIDE MOTOR CO., LTD., GREAT CAMBRIDGE ROAD,

FORD AND SLATER. LTD., LEYLAND, ALBION. GWENDOLEN ROAD, LEICESTER. Phone 36117.

1959 COMMER Cob 7-cwt. van, £250, I.P. TERMS TO SUIT YOUR REQUIREMENTS. EDBRO AND PILOT TIPPING GEARS FROM STOCK.

1958 AUSTIN B.M.C. Scammell tractor unit, 5-ton.

TRACTOR UNITS. 1959, January, Carrimore 7-ft. 6-in. 5-car transporter. coupled to a 1960, May, S-type BEDFORD 12-ton tractor unit with Leyland engine, and 2-speed axle,

1959 LEYLAND Comet Model ECOS2-4R, 20-ft. 1958 LEWLAND Comet Model ECO2-4R. 20-ft. 1956 LEYLAND Comet Model ECO2-4R. 18-ft. by 1957 LEYLAND Comet Model ECO2-4R, 18-ft. by 1957 LEYLAND Comet Model ECOS2-4R, 20-ft. 110y and timber flay.

958 COMMER TS3, 16-ft. 6-in, timber drop side, 957 COMMER TS3 19-ft. timber drop side. 956 COMMER TS3 16-ft. 6-in. timber drop side.

1952 E.R.F., 6LW, 24-ft. timber drop side.
1957 A.E.C. Mercury with Eaton Hendrickson third
axle, 21-ft, 3-in, timber drop side.
1953 THORNYCROFT 7-ton 18-ft. timber drop side.

959 MORRIS 7-ton B.M.C. 18-ft, timber drop side.

1956 BEDFORD 7-ton R6 16-ft. timber flat.

1957 BEDFORD 7-ton, Comet 350 engine, 16-ft.
1950 E.R.F. Twin Steer 21-ft. timber platform, 5LW
1957 BEDFORD 7-ton, 300 diesel, 16-ft. timber drop
350 diesel, 16-ft. timber drop
350 diesel, 16-ft.

1955 ALBION Reiver, 22-ft. timber platform.
1957 BEDFORD 7-ton, Comet 350 engine, timber drop side.
1950 E.R.F. Twin Steer 21-ft. timber elaster.

1955 ALBION Chieftain, 16-ft. 6-in. alloy flat. 1959 ALBION Chieftain, 16-ft. alloy-framed timber 1956 ALBION Reiver, 22-ft. timber platform.

PLATFORM.

fixed side.

1958 LEYLAND Comet Model EC082-1R, long wheelbase, 15-ft. by 2-ft. timber drop side.

1955 LEYLAND Comet Model EC02-2R, 12-ft. timber med side.

1956 LEYLAND Comet Model EC02-1R, 14-ft. by 2-ft. timber drop side.

1956 LEYLAND Comet Model EC02-1R, 14-ft. by 3-ft. 6-in. alloy drop side.

1958 BEDFORD 7-ton S-type 14-ft. timber drop-side BEDFORD 7-ton S-type 14-ft. timber drop-side tipper G.M.C. 1957 LEYLAND Comet short-wheelbase fitted with Primrose third axle, 16-ft. by 4-ft, timber

959 FORD Trader 7-ton with 14-ft, by 2-ft, timber tipping body.
957 COMMER 7-ton TS3, 13-ft, by 3-ft, timber 957 955 DODGE 7-ton, R6, 14-ft. by 4-ft. timber fixed

drop-side. BEDFORD 7-ton, 14-ft, by 3-ft, timber drop 1956 side. 1956 drop side and property of the state of the side of MORRIS 7-ton, B.M.C., 14-ft. by 4-ft, timber 958 FORD 5-ton HD 6D, 6-cu,-yd, steel drop side.

L EYLAND Comet CS3-8R with 22-ft. by 8-ft. cattle container.

COMMER 7-ton with 19-ft. by 8-ft. cattle container. MORRIS 7-ton with 19-ft, by 8-ft, cattle container, fixed side.
BEDFORD 7-ton S-type, petrol engine, 14-ft.
U-shaped alloy body.
BEDFORD 6-ton S-type, GMC, 14-ft. timber NEW STANDARD COMMERCIAL VEHICLES 1956 958 958

1955 ALBION Chieftain, 12-ft. 6-in. by 2ft. alloy drop side.

1956 BEDFORD 5-ton A-type, petrol, 12-ft. by 2-ft. alloy
1958 BEDFORD 5-ton A-type, P6, 13-ft. 6-in. timber
1959 BEDFORD 5-ton A-type, P6, 13-ft. 6-in. timber
1959 BEDFORD 7-ton, GMC, 11 ft. 6-cu.-yd. steel

TIPPERS. 1959 ALBION Clydesdale with York third axle and Leyland 375 engine, 19-ft. by 3-ft. timber drop

OFFICIAL TECALEMIT SYNDROMIC AND A.C.L. FITTING STATION.

FORD AND SLATER, LTD. LEYLAND. ALBION. SCAMMELL.

THE BUTTS, WORCESTER. Phone Worcester 26383 (six lines). COACHBUILDERS AND COMMERCIAL VEHICLE SPECIALISTS.

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NEW CATTLE TRUCKS

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OMMER 7 ton cement tanker with gear and blower.

SELECTED SECOND-HAND VEHICLES

ALL CHECKED BY OUR WORKSHOPS. 1958 MORRIS 7-ton long-wheelbase tipper, Eaton 1958 COMMER TS3, Unipower third axle.

A SELECTION OF SECOND-HAND CATTLE TRUCKS AND COMMERCIAL VEHICLES ALWAYS IN STOCK.

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Lew Thames Trader 7-1-ion diesel 138-in-wheelbase chassis-cab, fitted with Edbro twin-ram tipping gear and 12-ft. 6-in. all steel 10-cu.-yd. body, 9.00 x 20 yres, immediate delivery.

1960 7-ton Thames Trader, diesel, 16-ft. 6-in. dropside body, 8.25 x 20 tyres.

1959 7-ton AUSTIN, diesel, 18-ft. drop-side body, 8.25 x 20 tyres.

1959 7-ton FORD Trader diesel 20-ft. platform Jorry, 9.00 x 20 tyres, 2-speed axle.

1959 BEDFORD Boys 6-wheeler, 21-ft. platform.

958 BEDFORD 7-ton, diesel Leyland engine, 17-ft.
6-in. drop-side body, 9.00 x 20 tyres.
954 ATKINSON 8-wheeler, 61k, double drive, air brakes, 24-ft. flat, one owner from new.
950 AUSTIN 5-ton diesel tipper, normal control.

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HOLMER ROAD.

H. TAYLOR AND CO. OFFER:-

1959 AUSTIN Omnicoach, white-green, heater,

WALTON MOTORS.

As new stabilizer for Bedford articulated.

1958 B.M.C. diesel Scammell tractor, complete with 8-ton box trailer.

1956 model BEDFORD 10-ton diesel Scammell tractor, complete with boxyan trailer.

MAUDSLEY 7,7 engine 8-ton lorry.

£100. BEDFORD diesel Scammell tractor. £125. 1954 LEYLAND Comet long-wheelbase tipper, partly dismantled, or sell tipping gear and

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260. PERKINS R6 engine, good runner complete with S-type Bedford fittings.

250. Perkins P6 engine, complete with A-type Bedford fittings, or Ford, Pilot single-rum tipping gear for A-type Bedford.

\$175. SCAMMELL 6-ton semi-low-loading trailer.

OFT. 8-ton SCAMMELL box trailers, choice of four.

SCAMMELL box or flat trailers, from £50.

1958 BEDFORD Worksbus, brown, £265.

1959 COMMER E.D.V., antelope, £250. ELMBRIDGE 0018.

1960

EYLAND CS3-8R Comet chassis and cab.

OMMER 7-ton long-wheelbase chassis and cab,

MORRIS 7-ton long-wheelbase chassis and cab. MORRIS 7-ton tipper with all steel body.

1956 AUSTIN 30-cwt, van, 1947 BEDFORD 5-ton Luton van,

Used Goods Vehicles (contd.)

62 THE COMMERCIAL MOTOR—Dec. 1, 1961

1956 7-cwt van, very good condition, £150. CHOICE of other 5-cwt, FORD wans in stock. PLEASE PHONE GUILDFORD 62962.

1953 3-ton FORD truck, £100.

1960 5-cwt. van. grey, exceptional condition, £250.

5-TON MORRIS 6-cylinder truck, in good working condition, £250.

1959 7-ton 160-in. Trader truck, choice of two, £600. 1955 FORD 5-cwt. van, black. £125.

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FORD TRADER INQUIRIES.

BY-PASS ROAD, GUILDFORD,

COOMBS SERVICE STATION (GUILDFORD). LTD.

1958 DODGE 6-wheeler, allow platform, Leyland engine, 2-speed axle, air brakes, good tyres, one 1958 BEDFORD 7-ton 300 diesel, 2-speed axie, 20-ft.
1958 drop-side body, good tyres.
1957 AKINSON tractor, Scammell coupling, 5LW engine, 2-speed axie, very sound, one owner.

NEW E.R.F. 66 (G2), light fixed wheeler tipping chassis, automatic chassis lubrication, 2-speed axle, air brakes, sutomatic chassis lubrication, 2-speed axie, air brakes, immediate delivery-response to the control of the cont

MAIN DISTRIBUTORS NEW E.R.F., COMMER AND B.T.C. TRAILER.

FENGATE, PETERBOROUGH. Phone, Peterborough 67048.

SELLERS AND BATTY (SALES). LTD.

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25 VAUHXALL BRIDGE ROAD, LONDON, S.W., Victoria 6033. NEWPORT ROAD, CARDIFF. Cardiff 28734.

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COMPREHENSIVE RANGE OF NEW BEDFORDS ALWAYS IN STOCK.

1960 BEDFORD SAS tractor unit (Leyland Comes diesel) with 25-ft. Merriworth trailer, Scam-

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SELECTION of used BEDFORD 10-12-cwt. and 15-cwt. vans and personnel carriers, many types.

TRUCKS.

1960 COMMER TS3 7-ton 18-ft, drop-side truck.

959 BEDFORD 7-ton forward-control 19-ft. plat-

1757 form.
1958 BEDFORD 7-ton, 16-ft. wooden platform.
1958 AUSTIN 7-ton, 18-ft. platform. 1958 ALBION Chieftain, 16-ft. platform.

1959 ALBION Chieftain, 16-ft. wooden platform (at unknah) Bridge Rd.).

1957 AUSTIN 5-ton diesel, 16-ft. platform.

1956 TS3 7-ton 18-ft. drop-side truck (at Vauxhall

1958 BEDFORD diesel 6-ton 5-cu-yd, normal-control tipper of the first of the first

LUTON.

1958 MORRIS-COMMERCIAL diesel 30-cwt. Luton 1954 BEDFORD 5-ton petrol integral boxyon.

1956 DODGE 5-ton petrol boxvan, Burtonwood

ARTICS.

1953 AUSTIN 3-ton 600 cu.-ft. Luton.

mell coupling.

1959 LEVLAND Beaver tractor unit with 26-ft.

1960 FORD 10-400 Tractor unit with Tasker 10-ton low-loading semi-trailer.

OUR REPUTATION IS YOUR GUARANTEE.

NO REASONABLE OFFER REFUSED ON ANY VEHICLE.

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1956 B.M.C. 1-ton Luton, 1,500 cu. ft., £675, 1958 BEDFORD 3-ton boxvan, £295. 1957 COMET, 24-ft. body, £650. 1957 MORRIS tractor, 25-ft. trailer, £825.

BIRMINGHAM COMMERCIAL MOTORS. WRIGHT STREET, BIRMINGHAM 10. Phone, Victoria 0437.

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1960 Brockhouse 20-ft. straight-frame trailer, eq. 1,080 cu. ft., fitted Fibreglass panel in roof and catilic-rails throughout, alloy panelled, 18-gauge metal

1955 AUSTIN 5-ton normal-control long-whe chassis-cab, fitted with diesel engine, low

1956 AUSTIN 5-ton forward-control 16-ft, double-1954 drop-side truck, diesel engine, bargain, 1954 coursing and shunt vehicle. 2018 AUSTIN 12 boaran 230-cu-dr. body, choice

NEW AUSTIN COMMERCIALS.

IMMEDIATE OR EARLY DELIVERY OF MOST MODELS

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1960 COMMER TSJ, £850.

MORRIS 5-ton Luton vans, 1.250 and 1,650 1057 FORD Teader Luton, 1,650 cu, ft., £675.

PART-EXCHANGES ACCEPTED.

very clean. £165 NSON 8-wheel double-drive long-wheel-1954 AT&INSON 8-wheel double-drive long-wheel-tops index of the contract of the contract long-wheelbase tipper, trailing axic. 6LW engine, £450.

1956 BEDFORD 5-ton long-wheelbase drop-side wooden body, double-ram tipper, petrol engine

1937 tipper, new wooden drop-side body. P6 engine.
1959 FORD Trader 160-in.-wheelbase, steel drop-side
tipper, 15-41, body. £695.
1950 FORD Trader 6D medsum-wheelbase doubleroom to the steel drop-side tipper, 15-41.
1951 PORD Trader 6D medsum-wheelbase doubleroom to the steel steel steel steel for the steel for the steel for the steel coal body. 2-speed axie. £995.
1958 PORD Trader 6D medium-wheelbase tipper,
1958 FORD Trader 6D for truck, £475.
1958 FORD Trader 6D for truck for the steel ste

HAMES Trader 7-ton 6D diesel tipper, steel body.

1960 AUSTIN A35 van, blue, low mileage and heater, immaculate, £300.
1950 Thames 5-cwt. van, £250.
1950 Thames 5-cwt. van, £250.
1951 Thames 12-wester estate van, 19,000 miles, radio and heater, £450.
1952 Thames 7-cwt. van, £285.
1954 HILLMAN satate van, heater, very clean verbicke for the year, £210.
1955 Thames Trader 7-ton 6D diesel long-wheelbase condition.
1956 Thames Trader 7-ton 6D diesel long-wheelbase condition.
1957 Thames Trader 6D diesel 7-ton 7-cu-yd.
1958 Thames Trader 6D diesel 7-ton 7-cu-yd.
1958 Thames Trader 6D diesel 7-ton 7-cu-yd.
1958 Trader 6D diesel 7-ton 7-cu-yd.
1959 Thames Trader 6D diesel 7-ton 7-cu-yd. 1959 FORD Trader 6D 7-ton flat, choice of 10, from 1959 E595.
DDDGE 6-ton normal-control short-wheelbase tipper, new wooden drop-side body. P6 engine,

1960 June, FORD Trader 6-wheel tipper, double1960 drive third-axis, 20-cu.-yd. body. £1.550.
1960 BM.C. 7-ton diesel tipper, 2-speed axis, steel
1960 FORD Trader short-wheelbase tipper, drop-side
1960 FORD Trader short-wheelbase tipper, drop-side
1960 FORD Trader short-wheelbase dubble-ram tipper,
1960 PODGE medium-wheelbase dubble-ram tipper,
1961 Re engine, forward-control model, 2-speed axis,

1900 rovember, BEDFORD J-type short-wheelbase end-tipping sears £850, 1960 FORD Trader 6-wheel County extended flat. 1960 FORD Trader 6-wheel tipper, Boys third-sale. Homalloy body, unaden weight 5 tons, £1,500, 1960 FORD Trader 7-ton flat. £725.

1960 FORD Trader 6D with new 1,200-cu.-ft. Plymax body, drop-well walk-in tailgate, £1,175.
1960, November, BEDFORD J-type short-wheelbase tipper, average mileage 12,000, underfloor and

ALL TYPES OF COMMERCIAL VEHICLES-OVER 100 IN STOCK.

Used Goods Vehicles (contd.)

Dec. 1, 1961-THE COMMERCIAL MOTOR 63

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NEW vehicles for immediate delivery

HAMES 10-, 12- and 15-cwt. vans.

HAMES 5-cwt. vans.

HAMES 12-seater.

HAMES Trader 7-ton 6D diesel tipper, steel body.

1960 Thames Trader 6D diesel, 7-ton 7-cu.-yd. hydraulic tipper trucks on 9.00 x 20 tyres, new metal bodies and Anthony tipping gears, choice of four.

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HILLSIDE 8888.

COMMERCIAL VEHICLES SALES AND

REPAIRS. LTD.

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YORK.

1959 ALBION Clydesdale CD21L, new tyres, 6-speed, heater, drop-side, 21-ft., in fine order, 1951 ALBION Chieftain 7-ton 16-ft, 6-in, light alloy flat, good tyres, 2-stroke engine, 24-ft, flat alloy body, good tyres, 7-ton 8.M.C. platform, 1956 A.E.C. Mercury Mark 1 tipper.

CRANES CLOSE, BASILDON.

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SOUTHERN COUNTIES GARAGES, LTD.,

CRAWLEY, SUSSEX.

GENTS for Austin, Ford and Standard commercials; a large selection of new and used vans and trucks always in stock.

NEW Thames Trader 4-ton drop-side truck, 152-in, wheelbase.

NEW AUSTIN 4-ton 404 forward-control chassis-cab, 120-in, wheelbase.

NEW AUSTIN 702 forward-control 7-ton chassis-cab, 120-in, wheelbase.

1960, body, also fitted with 9-00 x 20 tyres, cab heater and flashers, 25,000 miles, 1895.

1959 Thames 2-ton van with 4D engine, 6425.

CHANDLERS MOTORS, LTD.,

ESTABLISHED 43 YEARS.

1,600 CU.-FT. 1953 GUY with Perkins P6, Plymax body, excellent tyres. £265.
1,250 CU.-FT. 1956 FORD 4D, Plymax body, drop etc. £265.
1,150 CU.-FT. 1958 BEDFORD diesel Luton, £420.

1.100 CU.-FT. 1955 MORRIS, petrol, removal pantechnicon with reconditioned engine, Plymax

hody, £265.

1,000 low-loader, £265.

1,000 low-loader, £265.

1,000 cu-FT. 1954 AUSTIN diesel, forward control integral cab with drop well, £330.

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LEYLAND Comet 95 long-wheelbase twin ram tipper, 2850.

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A USTIN 2-ton 4 x 4, steel fixed-sided body, cx-M.o.S. A USTIN 2-ton a x x, here there are the constraints of the constraints 1900 22-ft. 6-in. alloy boures, shorted and trucks, choice of three.
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2550.

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3760 axle and Scammell coupling, cost over £1, new, sorty no part-exchanges at this very low price, £1

3760 B.M.C. 7-ton flat-platform diesel, Eaton 2-sp.

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1954 DODGE 5-ton 1,000-cu.-ft. Luton, reconditions P6 engine. CELECTION of new and used small vans, 5-15 cwt.

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good. £995.

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1957 gearbox, single-speed rear axle on £25
tyres, general condition, including tyres, very good,
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960 COMMER TS3 12-ton tractor unit, automatic lubrication, automatic coupling.
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Large range of new BEDFORD TKs in stock.

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Dec. 1, 1961—THE COMMERCIAL MOTOR 67

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NEW MORRIS vans, 4-ton-30-cwt., J2, J4 and LD.

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1950 MORRIS Mini-van, usual extras, excellent condition, £323, 1959 BEDFORD Workobus, one owner, excellent condition.
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1960 Trader 8-cu.-yd. tipper, choice of three,

959 Thames 5-ton long-wherlbase milk float truck,

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1956 Thames 4-ton tipper, £325, 1956 DODGE 5-ton tipper, £295.

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OPEN UNTIL 7 P.M. MONDAYS TO FRIDAYS AND TO 5.30 P.M. SATURDAYS.

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LEYLAND Super Comet 6-wheeler, Boys extension, 23-51, 6-in. drop-sided body.
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COMMER tractor, Scammell coupling and trailer small mileage. LEYLAND Comet, 21-ft, platform body 1961

960 LEYLAND Count.
955 ALBION Chieftain. 18-ft. body.
1 LYBRIDGE ROAD.

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CHURCH ROAD MOTORS (SOUTHEND-ON-SEA), LTD.

1959 July, DODGE 6-ton 6-yd. diesel (ipper, atest vehicle in every way, bargain, £750, 1959 FORD Trader 7-ton truck, a specimen vehicle, a specime

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958 Zephyr estate car, one owner, £550. ORRIS 4 x 4 with winch and crane, £150.

956-57 FORD 5- and 7-cwt. vans, one owner, from 959 A35 van, one owner, £255.

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COMMER TS3. fitted Baico extension and 20-ft.

pletform body.

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prime mover fitted new engine,
air brakes, fifth-wheel coupling also 24-ft. trailer.

prime whole outfit in good condition and ready for work.

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68 THE COMMERCIAL MOTOR—Dec. 1, 1961 (Supplement)

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1954 Perkins R6 engine and drop-side body, good

1953 SEDDON diesel Mk. VII, recently fitted with Perkins P4 engine, insualted van body, one 1955 SENTINEL light 6-wheeler, fitted with 24-ft. platform body and tailboard, above average 1950 MAUDSLAY, fitted with A.E.C. 7.7, fitted with an aluminium body, fitted with complete

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1958 forward control, 9.00 x 20 tyres, Bedford engine, exceptionally clean.
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FORD Thames 4-ton 4D truck, very good condition, £425. DODGE 6-ton tipper, good condition, £375. 958

1955 BEDFORD Workobus 12-seater, new engine just fixed, £200.

BEDFORD Dormobile caravan, 2-berth, £400.

951 AUSTIN A70 pick-up, £65 950 Wills Jeep, M.o.T., £75.

BEDFORD 7-ton long-whitelbase drop-sided dissel truck £425.
AUSTIN 15-cwt. Omnivan. good condition. £825.
AUSTIN 5-ton truck, diesel P6 engine, £100. 1957 1958

960 DORMOBILES or 12-scaters for sale or hire.

ONTRACT hire of LAND ROVERS and light vans.

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BEDFORD 5-ton normal-control long-wheelbase 14-ft.
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EYLAND Hippo, air brakes, truck or chassiv and
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5-FT. 19-ton 4-in-line trailer, 5-A.E. coupling.

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CHOICE OF 50 HIGH-QUALITY

USED FREIGHT AND TIPPERS.

NEW SCAMMELL 12-ton 25-ft. drop-side semi-trailers. Immediate delivery. EW B.T.C. 15-ton 25-ft. 4-in-line semi-trailers, immedi-ate delivery. Semi-trailers, excel-lent condition 1959 track, 10-ton 25-ft, 4-in-line artic, trailers, excel-lent condition.

1959 COMMER TS3 diesel 7-ton 18-ft, drop-side track, 9.00 x 20 tyres, etc.

1960 Trader diesel 7-ton medium-wheelbase tipper.

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1961 GUY Invincible 8-wheel long-wheelbase tipper, Leyland engine, 6-speed gearbox, D.D. and many extras, large bulk body, genuine mileage 8,000 only, has only worked three months, as brand new cost almost \$6,000 a few months ago, our price, only \$3,500 cost, 1960 BEDFORD-SCAMMELL 10-12-box body, Leyland Communication, continuing the container mileage, very clean and good condition, cost almost \$4,000.

mileage, very clean and good condition, cost almost £3,000.

2850 Only, 1960 Thames Trader 7-ton short-wheelbase tippers, 9,00 x 20 tyres, heater, etc., genuine mileage 900 only, one only, cannot be repeated.

1959 Clean conditions the property of the pr

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55-60 BROAD STREET,

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1958 FORD Thames 4-ton tong-wheelbase diesel one C-licence user from new, good value, £375.

1955 FORD Thames 3-ton long-wheelbase diesel that the composition of the

1952 BEDFORD 5-ton long-wheelbase diesel P6 tipper, double drop-side body, good tyre equip-

1950 med fruck, taxed to year end, £95.
1949 AUSTIN 3-ton petrol tipper, £75.

3-TON (petrol) BEDFORD special boxvan, 1956 (June), one owner, excellent condition, repainted, £325, -TON (petrol) BEDFORD special boxvan, 1957 (April), one owner, repainted, replacement engine, £285, 170N MORRIS petrol van, 1955 (July), repainted, 500 obnetion, £165, 170N MORRIS van, PV, good runner, £65 (choice of two), MORRIS van, PV, good runner, £65 (choice of two).

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1968 BEDFORD 7-ton lung-wheelbase.

1958 engine. 1959 FODEN 25-ton tractor.

1955 LEYLAND Octopus, overdrise, platform 25-ft, burgsin, £785. Dyson 4-wheel 8-ion drawbar tipping trailer £225. Walker and Son (Haullers), Ltd., Ollerton Rd., Tuxford, Newark, Notis, 944-6057

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NEW ALBION Reiver Model RE25AL with 24-ff. flat platform body 20 (14-ply) tyres. Flat Model CHANT on 19-ff. Mo

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10-CWT. MORRIS J-type, 1955, £68.

10-CWT. MORRIS J-type, 1958, £110. 10-CWI. FORD van, £40.

1960 BEDFORD 6-wheel long-wheelbase,

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1953 32.00 body, unladen weight 5 ton 9 cwt.
1958 FORD Trader 5 ton flat platform letry,
1958 FORD Trader 5 ton flat platform letry,
1958 FORD Trader 7 ton flat platform letry,
1959 FORD Trader 7 ton flat platform letry,
1950 DENNIS refuse collectina wagon, diesel engine,
1950 DENNIS refuse collectina wagon, diesel engine,
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1953 weight 3 ton 4 cwt. 21 lb., £125.
1953 weight 3 ton 11 cwt. 84 lb., £200, unladen weight 2 ton 12 cwt. 35 lb.,
1960 diesel, unladen weight 2 ton 12 cwt. 35 lb.,
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1960 FORD Duple Yeoman coach, finished blue, lent condition, £2,630 Lent condition, £2,350 Lent condition condition to the condition of the condition condition condition conditions that condition conditions condition conditions condition conditions condition

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1960 Por de modified brakes, red and cream moquette. The Duple 41-seater, diesel, paint of the property of the property

1959 BEDFORD Duple Super Vega petrol 41-seater, luxury coachwork, cream exterior, red interior, heater and public address, certificate of fitness 18.6.66. 1959 BEDFORD SB8 Duple 41-seater with Leyland engine, blue and cream paint, blue moquette, certificate of firness 1965, TVA 128, 82,780.

BEDFORD Super Vega 41-seater, petrol, 74 6 in. wide, paint grey, red moquette.

1959 FORD Thames Plaxton 41-scater, point cream, red moquette, quarter lights, reg. No. 4 HLG,

C.850.

1959 FORD Thames Plaxton 41-scater, cream of times Specification of times of the control of times of times of the control of times 958 BEDFORD Duple 29-scater, diesel, paint brown and cream, moquette grey-red check, ESY 89.

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1956 BEDFORD Plaxton 41-scater, heaters, etc.
1955 COMMER TS3 38-scater.

1954 BEDFORD Duple 38-scater, diesel,
1954 A.E.C. Mark IV, 41-scater Plaxton, heaters, etc.
1954 SEDDON, 41-scater Plaxton, heaters, etc.

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NEW 1962 FORD Thames 6D diesel chassis, fitted Duple and Burlingham Gannet luxury 41-seater coach-

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1961, June, FORD Thames 6D Duple Yeoman
Formica panelling, public address, 2-speed agle and modifield brakes, mileage 13,500, registration number 993 UTC.

1901. al-seater de luxe, cream exterior, red interior, Formica panelling, public address, 2-speed axle and modified brakes, mileage 13,500, registration number 993 UTC. certificate of fitness 31,51968.

1959. June, BEDFORD, petrol, Duple Super Vega 195

187,1966.

1959, July, FORD Thames 6D Plaxton 41-seater, registration number 6 MLG, certificate of fitness 15.7,1966.

1958 COMMER TS3 diesel Duple de luxe 41-seater, registration number of MLG, certificate of fitness 15.7,1966.

1958 COMMER TS3 diesel Duple de luxe 41-seater, public address, etc., registration number 608 BDH.

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1951 LEYLAND PS2 Burlingham full-front 33-seater.

1948 LEYLAND PDI high-bridge 56-seater, M.C.W. coachwork, certificate of fitness 1962. Choice of

1948 9 LEYLAND PS1 Burlingham 31-33-scaters.
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1946 LEVLAND PDI with M.C.W. 56-seater coachwork. Choice of six.
1946 two. C. Burlingham Sessater buses, choice of two. General Policy of two. C. Burlingham Sessater buses, choice of two. Level Policy of two. General Policy of tw

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1955 DAIMLER Freeline Britannia 41-scater, new news to 1968 line, radio, heater, discs, certificate of fit-

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1959 BEDFORD Duple 41-seater, full luxury, radio,

1959 P.A., in excellent condition, nominal mileage,
1958 £250 worth extras, must be seen, £2,660,
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1954 \$3, A.E.C. full-front, 54,864, £192,
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1957 41-seater Bulle, certificate of fitness 1964.
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1956 41-seater Duple, petrol, heaters, red-moquette,
1956 41-seater Duple, petrol, and moquette,
1956 41-seater Duple, petrol, and moquette,
1956 41-seater Duple, petrol, seaters, red moquette,
1956 41-seater Duple, petrol, seaters, red moquette,
1956 41-seater Duple, petrol, beaters, red moquette,
1956 41-seater Duple, petrol, beaters, red moquette,
1956 61-seater Duple, petrol, seaters, red moquette,
1956 61-seater Duple, petrol, beaters, petrol, red moquette,
1956 61-seater Duple, petrol, seaters, red moquette,
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1952 Royal Tiger, air brakes, 39-seater Thurgood coachwork, central entrance, red moquette, bluering the state of the stat

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1953 DAIMLER Freeline Roadmaster, with super fully fronted 35-37-seater Bellhouse Hartwell and Burdingham Seaguil bodies, adjustable reclining super

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1556 BEDFORD 58 diesel 41-seater Duple, certificate of fitness 1967, £3,050.
1556 BEDFORD 58 diesel 41-seater Duple, certificate of fitness 1967, £3,050.
1556 BEDFORD 58 diesel 41-seater Duple, certificate of fitness 1967, £3,050.
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New Party Common Plaxton Embassy 41-seater, fitted heaters, radio. New Party Cavalier bodies.

Thames, 41-seater, foll-luxury Duple body, fitted with radio intercom, heater, in excellent condition throughout, small mileage, as new, certificate of fitten throughout, certificate of mexcellent condition throughout, certificate of fittens, 1966.

Plaxton or Duple bodies, many extras, interiors red, moquette, all in good clean condition throughout, certificate or fittens, 1966.

BEDFORD Plaxton, full-luxury 41-seater, fitted with a condition throughout, certificate of fitness, 1966.

BEDFORD Plaxton, full-luxury 41-seater, fitted with throughout, certificate of fitness, 1966.

BEDFORD Plaxton of fitness, 1966.

BEDFORD Super Vera, 41-seater, full-luxury pupple for the fitten of fitness, 1966.

BEDFORD Super Vera, 41-seater, full-luxury pupple for the fitness 1966.

BEDFORD Vera 38-seater, full-luxury Duple for the fitness 1966.

panels, interior red moquette, exterior red and blue, panels, interior red moquette, exterior red and blue, panels, interior red moquette, exterior red and blue, 1955 body, fitted with heater, in good clean condition throughout, certificate of fitness 1963.

1952 BEDFORD Super Vega, 37-seater full-luxury purple of the panels, interior red moquette, good clean condition throughout, certificate of fitness 1962.

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1952 BEDFORD Vega 33-seater full-luxury Dupte of the panels, and the panels

1962.
1951 BEDFORD Vega, 7 ft. 6 in. wide, 33-senter full-luxury Duple body, fitted with heater, in good clean condition throughout, now ready for recertifica-

1950 AUSTIN Kenex coach, 12-seater, fitted Perspex quarters, lift-up roof lights, nein good clean condition throughout, certificate of fi

1990; choice of two. Vista 29-seater full-luxury Duple of the control of the cont

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ALL THESE VEHICLES ARE IMMACULATE AND WELL RECOMMENDED.

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beige, radio SA, heater, rool quarter lights, for immediate delivery.

1954 BEDFORD, petrol, 35-seater Plaxton, finished did and heater, ecrifficate of fitness March, 1964.

1954 received the production of the seater of the property of the production of the seater of the property of the production of the seater of the production of th

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1951 Full-frenned BRISTOL long-distance coaches by ECW, full-fustry seating. 3 passengers, in immaculate condition throughout: these wehicles have only completed small mileages since new from 85,000 miles and 107,000 miles respectively, choic fibree, all recertified this year, certificates expire May

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POWERED LEYLAND COMET ENGINE, YEATES FIESTA 41 SEATS.

BEAUTIFUL COACH, as new, mileage 12,000, interlor trim, red-figured moquette, exterior colours off-white and primnose wireless, heater, etc., certificate of fitness June, 1968. Special bargain, can be inspected at the

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LARGE quantity of new spares: engines, gearbox, chass's pairs. List sent on application. These parts are offered at greatly reduced prices.

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MMEDIATE delivery of the following high-class 1959 BEDFORD SBI diesel, 41-seater Duple, many stress, sur visor, green interior, light-dark green interior, one owner, certificate of fitness, January

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1961 FORD Thames Trader, radio, red interior, grey-pink exterior, heater, slass roof quarters, 41-seater Duple, 2-speed sale, exceptional condition, as new, certificate BEPFORD, January 1966, £2,978.

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1957 BEDFORD, fitted new Bedford 300-cu.-in. diesel on the first of the seater super Vega body, red interior, £2,850.

interior £2,850.

1958 BEDFORD petrol, 41-seater Duple Super Vega
body, red interior, very clean, £2,475.

BEDFORD petrol, 37-seater, obte interior, bluegrey exterior, one owner only, above average

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1956 BEDFORD, petrol engine, Duple 41-seater, red interior, one owner, very clean, used seasonal work only, red-cream exterior, certificate sif fitness May, 1966, choice of three from 41.975.
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1952 DENNIS JIOA chassis, full-fronted Strachan body, 37-seater, green interior, certificate of 1952 body, 37-seater, green interior, certificate in times 1952, £250, £

September, 1966, 8,1,00 1958 BEDFORD Duple 41-seater, yellow-brown thiness January, 1965, choice of three, all in excellent condition, 22,975.

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1960 BEDFORD Super Vega (41), green and grey, cl. 2,990; another, 8 ft., lust as good. 1959, October, BEDFORD Thurgood Super coach (41), petrol, grey and red, many estras, nice

1959 COMMER TS3 Duple (36), red and cream, red interior, first-class order, glass quarters, many

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NEW 1962 model BEDFORD SB5 (330 cu. in, diesel)
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1957 certificate of fitness 1964, £2,150.

1958 COMMER TS3 41-seater buple, beaters, certificate of fitness 1964, £2,150.

1958 COMMER TS3 41-seater buple, beaters, certificate of fitness 1964, £2,150.

1958 BEDFORD 36-seater Duple, wireless, P.A., £1,957.

1958 BEDFORD 36-seater Plaxton, 7 ft. 6 in. wide, certificate of fitness 1965, £1,475.

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MORRIS Minibus, 12-seater, side-facing seats.

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1952 BEDFORD 33-seater Duple, 7 ft. 6 in., quarter cation, certificate the engine 1960 and speech amplification, certificate of engine 1960 and speech amplification, certificate of fitness and speech amplification, certificate of fitness of the speech amplification certificate of fitness 1963, new engine fitted 1960 and speech amplification, certificate of fitness 1964, permica sides, certificate of fitness 1964, former sides, certificate of fitness 1964, former sides, certificate of fitness 1964, former sides, certificate of fitness 1965, new disest chains fitted July, former sides, certificate of fitness 1964, former sides, certificate of fitness 1964, former sides, certificate of fitness 1965, new disest chains sides, certificate of fitness 1965, new disest chains sides, certificate of fitness 1965, new disest chains sides, certificate of fitness 1965, new disested conversion fitted fitted flydrovac, radio and speech amplification, quarter lithits, two heaters, sides of the sides of the former sid

1962 BEDFURD. N.S. Falcon chassis, 35-scater, Duple body.
NEW 1962 FORD Thames with Harrington, Plaxton, Duple or Burlingham Garrett bodies. Order now for your own specifications and assured deliveries for 1962.
FOR demonstrations at your own convenience, phone Ralph Gill, Waterloo 4959, 98-120 Southwark Br-dee
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BEDFORD, Leyland Comet engine, 41-scater fitted glass quarters, in-swung racks, radio, heaters, etc., beautiful order, £2,950.

COMMER TS3, fitted latest type engine and 5-speed gearbox six months sago, 41-scater, steen of the comment of

1956 BEDFORD 41-seater Duple, choice of two, fitted heaters, etc., 41,775, 1956 BEDFORD 41-seater Duple Super Vega. Salon and Manufacture of hinest page 1966, 22,208 R and M heater, etc., certificate of fitness 966, 22,208 R.

1966, £2,200. 1950 A.E.C. 9.6 33-scater Duple, full front, interior drive, fitted glass quarters, lift up roofs, red interior, grey and red exterior, certificate of fitness 1964,

1951 LEYLAND Royal Tiger, 39-seater Burlingham shades of blue exterior, certificate of firmes 1965, \$1,400.

1950 LEYLAND PS2, 33-seater Burlingham, full former of firmes 1967, \$1,400.

1950 LEYLAND PS2, 33-seater Burlingham, full catterior, fitted heater, good tyres, certificate of fitnes 1964, £375.

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DUNSTABLE.
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WE are now taking orders for 1962 Thamea coaches with Duple. Plaxton or Burlingham bodies.

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Tanner Plaston Al-ceater, with Eaton 2-speed

Label and beaters, wheel discs and public 1959 BEDFORD SBI Plaxton C-type Consort

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1958 (Duple 41-seater, with heaters.
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1954 BEDFORD, Perkins R6, Mark II, with PHONE, DUNSTABLE 64381 (FIVE LINES).

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1953 CROSSLEY, 37-seater Strachan body, certificate
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BUSINESS of long standing with office, etc., good purking for coaches, lorries and cars, approximately eight acres of freehold land, frontage 600 ft. Write or phone as above, also Orpington 20824. 937-334

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2-speed rear asle, certificate of fitness 10.12.64. £1,700.

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1954 COMMER Superpoise tractor, good P6 engine, Eaton axle, 34 x 7 tyres, with 20-ft. Hands drop-side trailer, good condition, 8.25 x 20 tyres, £200.

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#### L. F. DOVE (C.V.), LTD., AUSTIN AND BROCKHOUSE DISTRIBUTORS.

A USTIN 1959 120-in. prime mover, 2-speed axie, 9.00 x 20 1yres, filth-wheel coupling, 17-ton G.T.W., 1995. IMMEDIATE delivery AUSTIN prime movers, with 2-speed axie, 7.50 x 20 1yres and Brockhouse automatic interchanseable coupling.

IMMEDIATE delivery Brockhouse 6-, 8- and 10-ton titles, straight and drop frame, with automatic titles, straight and drop frame, with automatic titles. L. F. DOVE (C.V.). LTD., 98 Lower Addiscombe Rd.. Crovdon. Addiscombe 3131. 937-318

1960 TK 12-ton unit, S.A.E. coupling, Leyland engine, 5-speed gearbox. Waltham Cross 22142. 937-116

#### Miscellaneous Vehicles (contd.)

1955 FORD Thames 4D, articulated tractor units with 24-ft. Brockhouse trailers, choice of three S. W. Wreford and Sons, Ltd., Ransome Rd., Northampton. Phone, Northampton 901.

14-TON Freightmaster, as new fitted 1954 Leyland Comet. S.A.E. coupling. Hayes 0388. 937-92

DENNIS Centaur and semi-low-load trailers, 8-10-ton, 1946 SCAMMELL 25-ton low-loader, 6LW 20-ft.
ANGLEY MILL COMMERCIAL VEHICLES, LTD.,
Landley Mill 2623.
937-207

SCAMMELL Scarab 3-ton petrol unit with trailer, in good condition.

Sin good condition.

Sin good condition.

CAPITAL MOTOR CO., LTD., Remington St., City Rd., London, N.I., Clerkenwell 7456.

ALWAYS a large selection of good used articulated vehicles in stock of all types and sizes, tractor units and trailers sold separately if required. Terms and RUSH GREEN MOTORS, Langley, Hitchin, Herts.

1961. March. AUSTIN diesel prime mover. fifth-wheel coupling, with Tasker 10-ton 23-ft. drop-side traiter low mileage condition as new, £1,450. J. H. SPARSHAIT AND SONS, LTD. Lenden Rd., Hélsea, Portsmouth. Phone, Portsmouth 60361; 937-290

#### Miscellaneous Vehicles (contd.)

#### WHALEBONE MOTORS. LTD.

1958 BEDFORD Comet, fifth-wheel coupling, 25-ft
1958 BEDFORD Comet, fifth-wheel coupling together
1958 BEDFORD Comet, fifth-wheel coupling together
with 10-ton low-loading trailer, knock-out axie,
fitted winch.

htted winch.

A LBION C. Videsdale, fifth-wheel coupling, semi-drop frame van trailer, side foading, roller shutters.

1960 BEDFORD-SCAMMELL unit, 300 engine e-speed ask, new 25-ft, trailer, 1957 LEYLAND Comet unit, Scammell coupling, new 25-ft, trailer, 1952 ATKINSON traitor unit, Carrimore-Scammell Coupling, 1952 ATKINSON traitor unit, Carrimore-Scammell Coupling, 1952 Called and 1952 ATKINSON traitor unit, Carrimore-Scammell Coupling, 1952 Called and 1952 ATKINSON traitor unit, 40 x 8 tyre equipment, together with Scammell tandem and trailer.

#### WHALEBONE MOTORS, LTD.

239-241 HIGH ROAD. CHADWELL HEATH, ESSEX. Phone, Seven Kings 5282.

NEW BEDFORD 12-ton tractor chassis and cab and 25-ft. Scammell 12-ton straight-frame flat platform traiter. City Motors, Bottley Rd. Oxford 48024, 937-322

#### Miscellaneous Vehicles (contd.)

NEW 8- 10- and 12-ton BEDFORD TK model tractors.

NEW Scammell trailers, automatic and fifth-wheel USED vehicles, bodywork, road tankers, etc.

ESTIMATES and demonstrations

INQUIRIES to:-

E. J. BAKER AND CO. (DORKING). LTD.. HIGH STREET.

DORKING, SURREY.
Phone, Dorking 3822 (five lines).

MORRIS diesel 1954 Saurer engine, forward control with 23-ft trailer, 7.50 x 20 tyres all round, fitted landing gear, unregistered, fifth-wheel coupling, bargain. EAST. COMMERCIAL VEHICLES, 27 Aston EAST North Birmingham, 6. Phone, Ast 3467. 937-522

#### BREAKDOWN VEHICLES

MACK 6 x 6 chassis and cab, petrol engined, unregi-stered, £525.

Apparently unused, £70,

W. VASS 1.TD. cred, £525.
heavy-duty towing ambulance, twin solid tyres, barently unused, £70.
V. VASS, LTD., Ampthill, Bedford. Ampthill, 555-6.

DIAMOND T recovery vehicle in good working order, fitted with Lomes wrecking gear, £700 or exchange small breakdown, Bylands Garage, Redbourn, Hetts. Phone, Redbourn 320 and 465. 937-88898

1954 BEDFORD breakdown truck, fitted hydraulic £395. Woodseats Motors, 887 Chesterfield Rd., Sheffield, 8. Phone 54543.

1961 Harvey Frost, Double Lift mounted or BEDFORD 2-ton chassis, radio fitted. £115 937-302

BEDFORD QL 4 x 4 with winch, first class.

MERTON ENGINEERING CO., LTD., Faggs Rd., Feltham, Middx. Phone, Feltham, 6208, 3045.

A.E.C. Matador 6 x 6, 7.7 diesel ensine, fitted winch, 14.00 x 20 tyres, fully floating axle, type suitable for mobile crane or breakdown whiche, \$750. Aprily Frating Works, Frating, near Colchester, Pluone, Great Bendley 230.

#### CATTLE CONVEYORS AND HORSEBOXES

1957 GUY Warrior 3-deck 20-ft. cattle truck, con-lainer body, 9,00 x 20 tyres, £575.

NEW SEDDON 8-ton Mk. 2 long-wheebase chassis, Leyland 370 engine, 9,00 x 20 tyres, 6-speed over-drive gearbox, now being fitted with 3-decker cattle and sheep container-type body. 20 ft. long, all hardwood, approximately www. keep. £2,595. CONFIDENTIAL R.P. terms atranged.

HILLS DIESELS, LTD., Port St., Piccadifly, Man-chester, 1. Central 1341, 937-220

1959 7-ton long-wheelbase Ford Thames cattle truck, owner from new, in exceptional condition, £735. Seen any time. W. Matthews, Silvermist, West St., Porchester, Hanis, Phone, Cosham 78611.

NEW ALBION Chieftain CH3AXL chassis and fitted with light platform body and special alumin panelled double-deck cattle truck container, painted or Heywood MOTORS, LTD. Phone, Heywood 6757,

#### ESTATE CARS AND UTILITIES

1954 Vanguard estate, one owner, in excellent con-dition. E225. Cavendish Motors. Cavendish Rd., N.W.6. Willesden 0046-8.

#### **EXHIBITION VANS**

1957 Karrier Bantam diesel, repainted and recon-lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226.

#### EX-W.D. VEHICLES

A.E.C. Albion, Austin, Bedford, F.W.D., Maudslay, Albion, Austin, Bedford, F.W.D., Maudslay, in 4 x 4 and 6 x 4 drive vehicles. Spares and tyres.

J. H. ROLLASON, Vokesford Hill, Romsey, Hants, Phone, Braisthield 395.

OR sale. Vehicles and spares

MOST types of commercial vehicles, civilian and ex-W.D. being dismantled for spares. COMMERCIAL vehicles always required for dismantling. COMMERCIAL vehicles always required
SEND us your offers and requirements.

C. MORGAN AND SON, Waltham Chase, Southamp-ton Bishop's Waltham 133. zzz-868

#### Miscellaneous Vehicles (contd.)

MINISTRY reconditioned vehicles. Austin 6 x 4 and Bedford QL tippers: Bedford 1- and 3-5-ton; Bedford QL 4 x 4 (winches available); Bedford tankers; Austin Lodestar long-wheelbase; trailers, tyres, etc. Agricultural Vehicles, 24 Third Acre Rise, Oxford. Cumnor 2359. Depot; Stanton Harcouri Rd., Eynsham, Oxford 937-6560

#### LUTON VANS AND PANTECHNICONS

LET us quote you for a Freight light-alloy Luton on your chassis, 500 to 2,000 cu. ft.; prices from £350. FREIGHT ENGINEERING CO., LTD., Cray Rd., Sidcup. Kent. Phone, Footscray 6851. 222-0780

1950 LEYLAND Comet normal-control taxed to the end of the year, to cwt., in excellent working order, £400. Edwards, Ltd., Nottingham. Phone 46674.

1954 BEDFORD A2Z Luton van, 20,000 miles only, clear floor area, no wheel boxes, power winch, E450. Lawton-Goodman, 135 Cricklewood Broadway, Nw.2. Gladstone 2226.

#### H. A. SAUNDERS, LTD., AUSTIN DISTRIBUTORS,

AUSTIN. new 3-ton F.G. forward-control chassis-cab with diesel engine fitted, 1,075 c.c. Luton body, walk-up tailboard, rear doors, drop well, awaiting painting instructions.

A USTIN, new \$200 30-cwt. F.G. forward-control chassis-cabs with petrol or diesel engine, fitted with 600 c.c. Luton bodies, awaiting painting instructions.

A USTIN, new 152 15-18-cwt. chassis, fitted with 400 c.c. Luton body, rear doors, tallboard, immediate

A LWAYS a large selection of Austin trucks and vans from 5 cwt. to 5 tons,

#### H. A. SAUNDERS, LTD.,

FINCHLEY, N.12.

Hillside 8822, ext. 22.

1959 Thames Trader Luton van with special detachable body, can be used also as a flat platform
vehicle, in good running order, £550, one owner since new.

1960 Thames Trader articulated paniechnicon, full
Wild GREEN MOTORS, Langley, Hitchin, 97-238
Stevenage 174.

SPARSHATTS offer:-

SPARSHATTS offer:—

1954 AUSTIN 3-ton petrol 850-cu.-ft. capacity Luton
van. £325.

1954 BEDFORD 3-4-ton P6 diesel 1.000-cu.-ft,
capacity Luton, body and engine good. £300,
1954 DENNIS Pax P6 diesel 5-6-ton all-alloy 1.400cu.-ft. capacity Luton van. good condition. £500,
1955 FORD Tharmes 4-ton normal-control 4D chassiscutoff chassis very good, body as new. £500,
1960, chassis very good, body as new. £500,
1961, Chassis very good, body as new. £500,
1961, Chassis very good.
1963, POTSMOUTH. Phone. Portsmouth 60361,
1963, POTSMOUTH. Phone. Portsmouth 60361,
1963, POTSMOUTH. Phone.

BEDFORD boxvan, 1951 Luton body, capacity 994 cu-ft, high-speed back axle, two new tyres, excellent condition, £165. Day-Impex, Ltd., Progress Works, Eastwood Industrial Estate, Southend, Phone 528296.

BLUEBIRD "Hi-bulk" Lutons, ex stock. Morris J2 440 c.c., £702 10s., unpainted: 2-ton FG \$200 diesel, 620 c.c., £1,147, unpainted. Croftons, Bishopsgate 3393.

1960 KARRIER Gamecock 4-ton diesel boxvan, B.000 miles, cost new £1.400, our price £725. DAWNIER MOTORS, LTD. Ewell 2382. 937-487

BEDFORD Luton vans, alloy hodies, unladen weight 3 tons, integral cabs and felt-lined raves.

TWO 1951 OB, 1,250 cu. ft., £250 each.

TWO 1952 OL, 1,350 cu. ft., £300 each.

WO 1952 OL, 1,500 cu. ft., £350 each.

TWO 1952 OL, 1,500 cu. ft., £350 each. FOUR 1953 A, 1,500 cu. ft., £300-£350 each.

A LEXANDRA, Belmont Avenue, London, N.9. Howard 2211. 937-445

1955 MORRIS 5-ton forward-control boxvan, reconditioned engine and gearbox, £225. 937-354

#### Luton Vans and Pantechnicons Wanted

WANTED, three large-capacity diesel Luton furniture vans. Messhams, Walker St., Liverpool, 6. Phone, 938-6596

WANTED, large diesel Luton furniture vans, also artic. low-loading or semi-low trailers, also artic. WALLACE TRANSPORT, 111 Breeze Hill, Liver-

WANTED. 1956, pan'echnicon from 700 cu. ft. to 1,300 cn. ft. capacity. The best buyers. Try us night and day. Greenwich 2033. Chandler's Motors, Ltd., 71 Greenwich South St., S.E.10. 937-279

1957-60 Luton vans wanted, 1 000-1 500 cu. ft. A. and L. Vehicle Supply Co., Gravel Lane, Salford. Phone, Manchester Blackfriars 1511, 937-266

#### MOBILE SHOPS, CANTEENS, ETC.

FOR all your spares, ex-W.D. and civilian. Mains
Monters, Ltd., Woodside, Old Henley Rd., Ewelme,
choice of six. Lawton-Goodman, 135 Cricklewood BroadOxon. Phone 62.

377-328 wy. N.W.2. Gladstone 2220.

Dec. 1, 1961-THE COMMERCIAL MOTOR 79

#### Miscellaneous Vehicles (contd.)

NEW and used mobile shops on Ford and Bedford 15-cwt. chassis, for various trades, available. For further particulars, G. C. Smith (Coachworks), Long Whatton, near Loughborough, Leics. Phone, Hathern

1960 Karrier Bantam mobile shop complements with a causiped; 1961 Thimes Trader mobile store market with a complement of the complements of the co

DEAL travelling shop or workman's transport. But 10-cwt. coach, ex hospital, very little use, as first registered 1952, cost £1,500, bargain, £265. Walmsley, Pleasant St., Lytham, Lancs. Phone, Ly

1951 AUSTIN mobile process also, complete with refrigerator, scales, wash basin and all necessary equipment, in first-class order, £225. Terms and R USH GREEN MOTORS, Langley, Hitchin, Herts. R Stevenage 174.

BEDFORD coach, good running order, suitable mobile shop, worth seeing, £75. Also COMMER 30-cwt, fitted wholesale or retail trade, excelent box body and engine, £225. Jebbett, Swadin-cote, Burton-on-Trent.

1956, September, BEDFORD 15 mobile butcher's ment and all fittings, one owner, £275.

PETERBOROUGH ENGINEERING CO., LTD., 36 Eye Rd., Peterboroush. Phone 66161.

#### TANK WAGONS

L EYLAND Comet, Albion, Dennis, Dodge, Bedford Austin 1,500- and 1,200-gal spirit tankers and large stock of tanks, tankers, frameless articulators and independent tanker trailers, cargo pumps and compressors, altypes, list available. Bridge Motors (Commercial), Ltd. Station Garage, Bottey, Southampton, Phone, Botley 2343

BEDFORD 800-gallon tankers, 2-compartment, £200: \$90-gallon OL 4 x 4 with pumping equipment, £200: 2,500-gallon A.E.C. 6 x 6, petrol engine, £650 or £800 with diesel miling. AEC, he will be a compared to the compared to

VARLEY tanker pumps, type DH100. Harold Aston. Ltd., Langley. Birmingham. Phone, Broadwell 2317-8.

ONE Scammel 2,000-gal, trailer tank, four compart-ments, very clean condition. Harold Asion, Ltd., Langley, Birmingham 939-6030

1958 A.E.C. 8-wheeled road tanker. 3,600-gal.
mild steel, laseed and colled.
1958 EFYLAND 8-wheeled tanker, 3,600-gal.
1958 ATKINSON 8-wheeled tanker, 3,600-gal.
1956 Capacity, single compartment, pressure discharged,
mild steel, laseed and colled.
1956 ATKINSON 8-wheeled tanker, 3,600-gal.
mild steel, laseed and colled. completely reconciled to the college of the

1958 ALBION prime mover. Leyland engine, fire-fifth-wheel coupler, vacuum brakes, excellent condition. nth-wheel coupler, vacuum brakes, excelent common, soly £695 for quick sale.

RYLAND GARAGE, LTD., Ryland St., off Broad St.,
Birmincham, 16, Edubasion 4501-2, 937-198

NEW 8-ton Dodge, fitted with Leyland engine and 308-cu.-ft. Bonallack Pneumajector bulk-carrying tank with blowing equipment.

CENTRAL GARAGE. Barnsley Rd. South Elmsall,
Yorks. Phone, South Elmsall 276 (three lines).

937-268

937-268

1953 LEYLAND Octopus 3.600-gal. spirit tanker
1951 ALBION Scammell 2,000-gal. trailer with pump.
1952 ALBION 1.500-gal. 4-compartment spirit tankers choice of four. 2.400-gal. 4-compartment with pump. choice of thres.
1956 B.M.C. 1.200-gal. (ucl. oil or spirit tanker.

1954 BEDFORD, 1,500-gal., three compartments.

EYLAND Comet 1.500-gal. 3-compartment spirit tank

1950 Austin. Bedford 1,000- and 1,200-gal. petrol of diesel with or without pumps. from \$150 to \$252 cach, choice of \$50. \$EVERAL vehicle and storage tanks from \$00 gal. to \$4,000 gal. to \$1,000 gal. t

PODEN 6-wheeler double-drive 1850 3-compartment langed tanker, £875.

A F. CONNORTON, 228 Brigton Rd., S.W.9. Brigton 837-362. Sanderstend 1777,

SELECTION of new tankers, various models, Isherwoods Garages, Ltd., 110 Buxton Rd., Stockport. Phone

NEW ALBION Caledonian 3,690-gallon fuel oil tanker: 1958 Leyland 3,600 fuel oil tanker; 1958 Scammell articulated 5,600-gallon fuel oil tanker; 1959 Bedford 2,400 fuel or spirit tanker.

HATTER BROS. Phone, Purfleet 5488.

950-GALLON Bedford QL 4 x 4, excellent condition. MERTON ENGINEERING CO., LTD., Fages Rd., Feltham, Middx. Phone, Feltham 6208, 3045.

#### Miscellaneous Vehicles (contd.)

#### TIPPING LORRIES

NEW hydraulic tipper

DODGE 7-ton 7-yd. all-metal underbody end-tipper, drop sides, complete in primer. Kin 6136. Globe Auto Service, Ltd., 167 London Rd., Kingston-upon-zaz-819.

THREE B.M.C. tippers, November, 1960, 25,000 miles only, Eaton rear axles, power steering, 9.00 tyres, heaters, steel bodies, as new, h.p. balance to clear. Phone, Leeds 2243.

FODEN 6-wheel 12-yd. tipper, good working order 6475. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill,

1961 GUY Invincible 8-wheel tipper, fitted with all body, only £3,875, saving £2,000 on brand new cost. John Ostle, High St., Gargrave, Skipton. 937-28780

B.T.C. 26-cu.-yd. tipping trailer, new alloy body a gear, D20 X tyres, air brakes. Walths

NEW, for immediate delivery. AUSTIN 7-8-ton general-purpose tipper, 2-speed aske, 9.00 tyres, Edbro W4. U/F gear, 6-ft. 6-in. wood body, 8 cu. yd. with 2-ft. extensions and additional tailboard with corn chute and posts, complete with heater and flashers, in primer, £1.875.

BOTWOODS, Majors Corner, Ipswich, Phone 52271.

PODEN 8-wheeled tippers, 26-cu-yd, alloy bodies, 2-stroke engines, choice of two, single and double delve, automatic greasing throughout, ex large public concern, maintained in first-class order; further details from:—

GRANTHAM COMMERCIALS, 97 Barrowby Rd., 937-211

1960 Thames Trader 6-wheeler bulk tipper in first-class order, one owner since new, £950. 1960 BEDFORD 5-type, 300 engine, 2-speed axle, alloy body, almost as new, £950.

1960 DODGE 6-wheel tipper, 373 Levland engine, 18-ft, body, in excellent order, £1,500.

1960 Trader 7-yd. tipper, Edbro ram, £650.

1960 BEDFORD J-type tipper, Telehoist ram, £850.

A LSO many other good tippers in stock, 4-, 6- and 8-wheelers, terms and exchanges.

R USH GREEN MOTORS, Langley. Hitchin, Herts. 937-237

#### RYLAND GARAGE, LTD.,

A SELECTION OF

8-WHEEL TIPPERS.

AT ATTRACTIVE PRICES.

1958 ATKINSON 6LW short-wheelbase bulk tipper, Pilot U7 gear, 26-cu-yd, timber body, automatic greaser, latest fibreglass cab, 9.00 x 20 tyres, ready

1959 ATKINSON 6LW coal tipper, many extras, 1959 fitted new alloy body.

1959 ATKINSON 6LW coal tipper, many extras, 1959 gat wood body, automatic lubrication, one careful owere, sood set of tyres all round, repainted and available immediately.

#### RYLAND GARAGE, LTD.,

RYLAND STREET. OFF BROAD STREET, BIRMINGHAM, 16.

Edgbaston 4501-5. 937-196

1957 BEDFORD 6-ton normal-control long-wheel-base drop-side steel body, Edbro gear, Bedford diesel, R.25 x 20s, £425. And new Bedford tippers, 73-ton, Telehoist drop-side, 7-ton Autoliffs, 7-ton Telehoist drop-side. City Motors, Bottley Rd., Oxford 48024

1954 FORD Sussex 6-wheel diesel P6 Anthony SD7 hydraulic tipper, coke or coal high-side body, sery good order, one owner, £165, F. Jarvis, Winfarthing, Norfolk.

1960 FORD Trader 7-ton long-wheelbase 14-cu.-yd.
1960 FORD Trader 7-ton diesel short-wheelbase
1960 Hydrovac brake tipper, £759.
1959 BEDFORD short-wheelbase diesel 7-ton coal

1957 BEDFORD short-wheelbase 7-cu.-yd. petrol tippers, immaculate, £150.

DAWNIER MOTORS, LTD., Ewell By-pass, Surrey, Phone, Ewell 2382,

TWO 1960 DODGE 6-wheelers, also two 4-wheelers, for sale. Quorn Commercial Sales, Ltd. Warner Street Garage, Barrow on Soar, Leicester. Quorn 2204, 937-449

1954 A.E.C. 9.6 6-wheel tipper 22-yd. 3-piece drop-side wooden body. Edbro gear, air brakes,

CHAMBERS ENGINEERING, Western Turville, Ayles-bury. Stoke Mandeville 2282. 937-383

#### Miscellaneous Vehicles (contd.)

USED tippers, all types, 4 to 28 yd., Bedford, Thames. Commer, Dodge, 4- and 6-wheelers. Consult us for your requirements. A. Springali, Ltd., Plumstead Common, S.E.18, Woolwich 5313.

1961 FORD Trader tipper, Hydrovac brakes, as new, £700. Leytonstone 4900. 937-356

#### **Tipping Lorries Wanted**

Wanted for quarry work, 4-wheeled tipping trailers, must be cheap. Box CM 3020, care of "The Commercial Motor." 937-282

BEDFORD A-type short-wheelbase and long-wheelbase petrol, also diesel P6 tippers and trucks required it good running condition. Faulkners (Transport), Ltd. Farcham, Hants, Phone, Farcham 4234. 940-x6058

#### TRACTORS

1961, May, Trader artic, unit with automatic coup-outfit in perfect condition, 17,000 miles only, £1,550. GODFREY DAVIS, LTD., Neasden Lane, N.W.10. Dol 8000.

SCAMMELL tractor with ballast box and towing hook, 6LW Gardner engine and low-ratio rear axle.

SCAMMELL heavy-duty tractor unit, 6LW Gardner, 40 x 8 tyres, modern cab.

DIAMOND T heavy-duty tractor, Hercules diesel engine, twin-drive axles, power winch.

MERTON ENGINEERING CO., LTD., Faggs Rd., Feltham, Middx. Phone, Feltham 6208, 3045.

COMMER Superpoise Mk. III.A 10-ton tractor unit, R6 diesel engine, 2-speed axie, heater, nearly new tyres and batteries, very sound condition. Brew Bros., Ltd., 133 Old Brompton Rd., S.W.7. Fre 3333. 937-114

EX-ARMY Scammell tractor, 6-wheeler type, fitted with almost new 6-cylinder Gardner engine, with two lighting set or rear, 220 amps, ideal for heavy haulage, and/or mobile lighting plant, body wants repairing through not being used, will be sold chean to save thrush control of the cylinder of the cyli

1960 Thames Trader 6D artic, unit, S.A.E. coupling, in excellent running order, e550.

1959 COMMER TS artic, unit, S.A.E. coupling, in excellent order, £750.

1958 LEYLAND Comet artic, unit, Scammell coupling, in excellent order, £750; another similar unit with S.A.E. coupling, £750.

1955 ALBION 20-ton tractor unit fitted Leyland class order, £600.

1957 ALBION Chieftain tractor unit, 2-speed axle, first-class order, £350. TRAILERS available if required.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174.

1959, October. B.M.C. 5,1 diesel prime mover, fifth-miles, as-new condition, one careful owner and fully recommended, any reasonable offer accepted to clear. 1958 ALBION prime mover, big Leyland engine, form or tank trailer (petroleum reg. conversion), offers wanted

R YLAND GARAGE, LTD., Ryland St., off Broad St., off Broad St., 937-197

1956 ALBION Chieftain Scammell tractor units, H. F. A. DOLMAN, LTD., 215 North Rd. Southend-on-Sea. Phone 43262. 937-422

SCAMMFLL tractors (two), 1948, Meadows engines, good tyres, 14.00 x 20, in perfect condition, expertoleum company, £850 for the two. Monkton Motors, Ltd., Uxbridge, Middx. Phone 3574.

#### TRAILERS

CARRIMORE. A trailer doubles the payload of your lorry and reduces the ton-mile cost proportionately. All models from 3 tons to 50 tons.

CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3-4.

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone. Farnworth 1884.

OVER 200 used trailers in stock from 5 cwt. to 25 tons capacity, articulated and 4-wheelers, by the leading makers, including low-loaders and semi-low loaders, box bodies, platforms, pantechnicons and special types.

R USH GREEN MOTORS, Langley, Hitchin, Herts, 5tevenage 174,

DYSON super trailers and semi-trailers.

THE best of haul investments.

R. A. DYSON AND CO., LTD., 76-80 Grafton St., Liverpool, 18, Phone, Royal 8434. Grams, "Ignition, Liverpool," zzz-829

DROTT trailer close-coupled 6-wheeler, 15-ft. flat floor, 20-in. loading height, 10-ton capacity. Tring 31-46, 917-5

#### Miscellaneous Vehicles (contd.)

TASKERS trailers and semi-trailers, for every type of load between 8 cwt. and 35 tons.

SUITABLE for most kinds of prime mover, Land Rover, vans and cars.

COUPLINGS available. Taskers S.A.E./S.M.M.T. or fifth-wheel type, Taskers D-S double-safety automatic, also mechanical horse.

also mechanical norse.

TRAILERS now in stock include: 10-, 12-, 14- and 16ton super straights (S.A.E.); 3-, 4-, 8-, 10- and 12-ton
straight frames (D-S); 14-ton also-frame low-loader
traight frames (D-S); 14-ton also-frame low-loader
Twinside (S.A.E.); 10-, 12-, 16- and 28-ton drop-frame
low-loader (S.A.E.); 12-ton rear-steering PV semi-trailer,

FULLY illustrated leaflets on request.

TASKERS OF ANDOVER (1932), LTD., Head Office and Works: Waterloo Iron Works, Andover, Hants. Phone, Andover 2312. Telex 47-539. Grams, "Taskers-Andover-Telex."

L ONDON office: 36 Victoria St., S.W.1. 2202. Manchester office: 26 Corpora chester, 4. Phone, Deansgate 6009. Tel

H ANDS low-loading machinery trailers, four weeks' the delivery, 20 and 25 tons payload, well length 20 ft. by 8 ft. wide. Write or phone for details. Hands (Letchworth), Ltd., Icknield Way, Letchworth, 1820.

HANDS 20-ft. 8-ton drop-side trailer in good condition, 8.25 x 20 tyres, £150. BARKER'S GARAGE. Corringham. Gainsborough, Lincs. Phone, Corringham 263. 937-6602

#### E. C. G. TRAILERS, LTD.,

HUNDREDS OF RECONDITIONED TRAILERS OF ALL TYPES ALWAYS IN STOCK. NEW TRAILERS, ANY PICK-UP.

IMMEDIATE DELIVERY YOUR SHORT OR DAMAGED TRAILER REBUILT AS NEW.
THE STONE WORKS.

SILWOOD STREET, S.E.16. Phone, Bermondsey 1157-8-9.

1959, January, Carrimore 7-ft. 6-in. 5-car transporter coupled to a May, 1960 5-type Bedford 12-ton tractor unit with Leyland engine and 2-speed axie, £15,00.

FORD AND SLATER, LTD., Gwendolen Rd., Leicester. Phone 36117.

10-TON Tasker, Hands and Merton low-loading trailers with knock-out axles.

20-TON S.M.T. trailers with draw-bars.

25-TON Carrimore 20-ft. well low-loading trailers with knock-out axles.

25-TON Freuhauf 22-ft. 6-in. semi-low-loading trailer with ramps.

45-TON Rogers tank transporter trailers.

MERTON ENGINEERING CO., LTD., Faggs Rd., Feltham, Middx. Phone, Feltham 6208, 3045.

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SHUTTERS in wood, steel or aluminium, rapid delivery. Taylor's Shutters, Syston, Leicester. zzz-911

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TRIPLEX supplied and fitted while you wait. 499
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NEW cotton, duck-flax covers, competitive prices. Garratte, 20 Broomwater West, Teddington Lock 5500,

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SERVIS recorders register auomatically running and standing times of vehicles.

 $E^{very}$  minute of every journey is accounted for clearly on a simple tamper-proof chart.

REDUCTION in running costs follows inevitably when you know the journey facts.

VEHICLES can then be scheduled for journeys and maintenance with maximum efficiency.

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BRITAIN'S largest manufacturers of tipping scars at beavy dumper equipment, end- or 3-way tipping scars and bodies in timber or steel, also conversion hydraulics for farm equipment, etc. Head office aworks: Quebec St., Bolton. Phone. Bolton 6221-London Depot: 258-264 Goldhawk Rd., W.12. Phor Shepherd's Bush 6262.

SPENBOROUGH tippers, power hydroulic handsers
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PILOT tipping gear spares. Full range of parts always in stock at—
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EDBRO gears for Ford Trader, Bedford, TK models, ex A BBEYFORD Trailers, Abergele, North Wales, Phone, 939-6045

60 New Pilot and Edbro gears always in stock for immediate delivery, covering tipping requirements from 2 to 15 tons. 24-hour service awailable.

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STUCK tyres and tubeless leakers completely avoided by fitting with Tyreprim (regd.) anti-adhesive. For covers frozen to untreated rims, apply Coasite (regd.) penetranti-lubricant. Guaranteed harmiess to rubber. From all 222-864.

36 X 8, 12-ply, £23 10s.; 14-ply, £25 10s.; 8.25 x 20, civilian tread, 8-ply, £12; 10.50 x 20 remoulds, £11; 7.00 x 16 remoulds, £5. All carriage paid.

W. VASS, LTD., Ampthill, Bedford, Ampthill 3255.

36 X 8, 12-ply, £23 10s.; 14-ply, £25 10s.; 8.25 x 20; 12-ply, £22; 14-ply, £23 14s.; 9.00 x 20, 12-ply, £24 5s.; 14-ply, £25 10s. New tyres carriage paid, other THE BRITISH RUBBER CO., Station Buildings, Station Rd., Baildon, Yorks, Phone, Shipley 55427, zzz-891

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#### GUARANTEED NEW REMOULDS. FREE DELIVERY, KEEN PRICES.

9.00 x 20 12 PR, £12 5s.; 10.00 x 20 12 PR, £13 10s.; 11.00 x 20 12 PR, £13 10s.; 12.00 x 20 14 PR £18 10s.; 14.00 x 20 18 PR, £24 10s.; 15.00 x 20 20 PR

TRAK Grip or Super Miler, other sizes available, cash, cheque with order, money back if goods returned,

NEW tyres, three only, 14.00 x 24, 20-ply standard pattern, ex-W.D., £50 each. FREIGHTMASTER TYRES. Broughton Lane, Salford. 7. Phone, Bia 6121. 937-6585

CLAPTON TYRE SERVICE. Sound part-used tyres, 32 x 6 T.T., 65x; 32 x 6 H.D., 80x; 7.50 x 20, 8.25 x 20, 100x; 36 x 8, 9.00 x 20, 115x; 10.50 x 20, 125x. Money refunded if tyres not approved. Send cash with order, 106a Cricketifeld Rd., Clapton, London, E.5. Punne Amb 7073.

NEW standard-tread tyres: 7.50 x 16 6-ply, £9; 6.2 6.50, 6.70 x 16 6-ply, £7; 7.00 x 20 L 10-ply, £1; 6.00 track Trak Grip-tread tyres, 8.25 x 10 14-ply, £15; 6.00 16 6-ply, £5 10s. New remoulds, standard tread, 5.25 (6, £4; 5.75 x 16, £5 Cheques with orders, please. Tyr dispatched per B.R.S. carriage forward. Trade supplie Cundey and Stewart, Ltd., Affreion Derbys. Phone, Le

H. MATTHEWS, LTD., 89-97 Stockwell Rd., S. Phone, Brixton 2026. (Established 55 years.)
THE tyre specialists offer, among many other following bargains: Brand new, unused, 14.00 y remoulds, 12.00 x 20 remoulds, as above, 10.15 y remoulds. Write, phone or call with your requirement

YRES for sale: surplus to export demands. Partiworth type burgains all sizes in stock. Example:
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#### Spare Parts and Supplies (contd.)

L ORRY and car tyres, good sound second-hand, some as new, every possible size, cheap. London Tyre Stocks (CM), 15a Fowell St., W.11, Park 6401. zzz-967

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WANTED, tyres of all types and sizes, spot cash. H. Matthews, Ltd., 97 Stockwell Rd., London, S.W.9. Brixton 2026.

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DARIMAR for scientific welding repairs under Barimar money-back guarantee. Cracked and broken cylinder blocks and heads, cracked and worn valve seats, smisshed crankeases, broken crankshafts and all other motor and delivery and low costs. Barimar House. 22-24 Peterborough Rd., Fulham, London, S.W.6. Renown 2147-8. Night calls, Renown 2148. Grams, Bariquamar, Walgreen, London, Branches at Birmingham, Newcastle upon Type and Glasgow also operating at full blisss.

A NGELL AND WILLIAMS (PECKHAM), LTD., the specialists in welding repairs to defective crankcase blocks, heads, gearboxes, etc.

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2,000 Wheels in stock of all types and sizes. English and American.

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8.25 And 9.00 x 20 8-stud wheels required 15s. delivered C. Morgan and Son. Rosehill Garage. Waltham Chase, Southampton. Bishop's Waltham 937-469

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PAICO wheelbase extensions to all popular commercial vehicles, including Austin, Commer, Dodge, Ford, Guy, Morris, etc. Baic Ltd., 327-9 High Rd. Chiswick London W.4, 2286-7.

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WINDSCREEN assemblies, half-drops, sliding windows, manufactured afloy brass-steel. Quick frame repairs and reglazing service. British Steel Frame Co., Ltd., 205 Cambridge Heath Rd., London, E.2. Shoreditch, 3272-5.

#### MISCELLANEOUS ADVERTISEMENTS

#### AUCTIONS

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#### CATALOGUE

MOTORCARS, VANS, LORRIES, TRACTORS.

#### TRAILERS, AGRICULTURAL AND OTHER EQUIPMENT

#### WHICH

#### H. W. INGLETON AND CO.,

WILL SELL BY AUCTION AT THOBY PRIORY. THOBY LANE, MOUNTNESSING, BRENTWOOD. ON

TUESDAY, DECEMBER 5, 1961.

COMMENCING AT II A.M. (VEHICLES SALE 12 NOON).

ON VIEW MONDAY, DECEMBER 4, 1961, 10.30 A.M. TO 4.30 P.M. AND MORNING OF SALE. REFRESHMENTS AVAILABLE.

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IF you are thinking of entering the Readymixed Concrete shurless you should consult us for we have for sale over 30 good used Truck Mixers of various sizes and used Batching Plants of all sizes. William Co. Search, Ltd. Whitehall Rd., Leeds, 12. Phone 639081 (10) illustration of 1939-603.

#### BUSINESSES, PREMISES, OFFICES ETC.

LIMITED company, three 8-wheelers, 1959, 23 tons, general goods. Box CM369, care of "The Commercial Motor."

1960 A.E.C. 8-wheeler, general goods. Box CM368.

SEE our advertisement under Miscellaneous for large and small A and B licence businesses. Wilde and 937-215

BUSINESS for sale, comprising five vehicles, 21 tons 10 cwt. A licence, two vehicles, 6 tons 10 cwt. B licence. West Country. Box CM375, care of "The Commercial Motor."

METROPOLITAN Area, eight tippers, B licences, modern vehicles, for sale, with without premises. Box CM379, care of "The Commercial Motor," 937-316

Two Metropolitan Area A licences, 1960 vehicles, approximately 11 tons, for sale, premises available, flox CM377, care of "The Commercial Motor."

EAST MIDLANDS, 4 tons A, 8 tons B, tippers, for sale, modern tippers. Box CM378, care of "The Ommercial Motor."

#### Miscellaneous Advert.sements (contd.)

FOR sale. An established (1922) motor coach business, with extensive and comprehensive excursions and tours licences. Express licence in expanding towns, eight coaches and valuable coach garage with filling station. Witis-Glos, area. Box CM 3712, care of "The Commercial Motor."

A Licence, two vehicles, 11 tons, Metropolity Box CM347, care of "The Commercial Moi

MATLOCK, Derby, small wooden garage to let, would sell, freehold, with half acre building to two houses), £5 10s. weekly exclusive. Quorn (Le 3947)

ESTABLISHED haulage business, Hampshire area, B items of 3 tons unladen, modern, excellent diesel lorry, regular, long contract, beautiful house if required, owner retiring from business. Box CM3713, care of "The Commercial Motor."

DEPOT or hardstanding for Transport (open) available in Essex, approx. 30 miles London. Box CM3715. care of "The Commercial Motor." 937-473

SEVERAL baulage businesses with premises. Birming-ham Commercial Motors. Wright St., Birmingham. 10. Phone, Vic 0437. 937-524

Businesses, Premises, Offices, Etc., Wanted COMMERCIAL premises, etc. hardstanding, depot or similar, within 10 miles of M1 or A5. Box CM351-00 care of "The Commercial Motor."

DEPOT or hardstanding for transport. West Herts-South

WANTED, A licence approximately 3 tons general goods Metropolitan Area. R. Draper, 2 Badger Hall Avenue, Thundersley, Essex. 937-x8926

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HADFIELD. Phone, Glossop 2902-3. AFTER HOURS 2356 OR 2656. OPEN SATURDAY AND SUNDAY MORNINGS.

STORAGE premises wanted for commercial vehicles. leasehold or freehold, any part of London. Box CM3519, care of "The Commercial Motor." 937-430 SMALL profit-making haulage business required in Metropolitan area, existing management retained, fullest details to Box CM3524, care of "The Commercial Motor."

FORK-LIFT TRUCKS

MOBILIFT air-cools OBILIFT, 1,500-lb,-capacity fork-lifts, single-cylinder air-cooled engines, good working order, £240. W. VASS, LTD., Ampthill, Bedford. Ampthill 3255, zzz-815

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A.M.I.M.L. City and Guilds, A.M.I.Mech.E. etc., on No pass, no fee 'terms, Deer 99%, aucesses. For details, on mechanical engineering, etc., write for 148-page handbook, free. B.I.E.T. (Dept. 725). 29 Wrish's Lane, London, W.S.

SALES MANAGER, fully main dealership in South

A DDITIONAL commercial-vehicle sales representatives will be required by Morris commercial-vehicle distributors locared on the South Coast, the situations arise through expansion and the opening of a complete new distribution branch.

A PLICANTS must have experience in commercial vehicle selbing and apply in the first instance to:—
THE Branch Manager, Wadhams, Ltd., London Rd., Waterbootlie, Hairts.

MANAGER required for London N.W. road transport of office, with connections, arranging back loads for own fleet, able to work alone. State full experience in confidence, salary to be agreed. Write Box CM363, care of "The Commercial Motor."

REPRESENTATIVE required by manufacturers of public cleansing vehicles, previous experience preferred, car provided. Write stating age, experience and salary required to the Managing Director, Box CM361, care of "The Commercial Motor."

COST accountant for transport company in North-West London area, age limited 45 years, applicant must have had practical experience of transport body costing, expecially in the progress costing stages of production, salary, although based on age, experience, etc. will be equal to standard rates for such a position, full super-annuation, sports and social facilities available to the suitable applicant. Write, quoting Box CM3610, care of "The Commercial Motor,"

#### SALES REPRESENTATIVE REQUIRED FOR COMMERCIAL VEHICLES.

MUST HAVE EXPERIENCE IN SELLING HEAVIES. This is an opportunity for a man of proved ability to expand sales and earn a high remuneration.

CAR PROVIDED. NON-CONTRIBUTORY PENSION SCHEME.

Applications, which will be treated in strictest confidence, must state age and experience and be addressed to:-MANAGING DIRECTOR

#### HENRY OLIVER. LTD.,

FORD DISTRIBUTORS,
73-83 BRIDGE STREET, NORTHAMPTON,
937-12

THE services of a qualified Commercial Vehicle Salesman are required by a leading West Country Austin Distributor. Applicants must be capable of operating without undue supervision and be prepared to canvass and develop a territory. Preference will be given to one already experienced in Austin products. Please give brief sales history and salary expected. All replies will be treated with strictest confidence and answeed within 1, days. Box CM371, care of "The Commercial Motor," (Special Commercial Motor, 1999-60).

DODY Shop Foreman required by important firm of oneth and body builders in North West, age anticipated, approximately 40 years, must have considerable experience of quality production in this industry. Excellent conditions, contributory pension scheme, write giving details of experience to date to: General Works Manager, Box CM173, care of "The Commercial Motor." 937-14

CM573, care of "The Commercial Motor.

SALES Manager, Commercial Vehicles. Carmo (1929).

Ltd., Vauxholl, Bedford Main Dealers.

SALES Manager immediately required for one of our commercial vehicle depots, angle opportunity or experience necessary together with drive and initiative promotion prospects excellent for above qualities, salary obviously in line with such qualities.

PLEASE write initially to: Managing Director, Carmo (1959), Ltd., 133 Park Rd., St. John's Wood, London, W.B.

MANAGER required for Plymouth base. Experienced in vehicle and clearing house operation, non-contributory persons schemic properties of the Managing Director, lower Hill Transport, Boston,

FREELANCE commercial vehicle representatives with knowledge of bodywork required. Unlimited territory and highest commission in the trade. Phone, Hounslow 937-10

#### Miscellaneous Advert'sements (contd.)

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SOUTH OF SCOTLAND ELECTRICITY BOARD. STIRLING AREA

POREMAN (Ref. 68/1) required for the area transport department at Carmuirs Depot, Camelon, Falkirk.

PPLICANTS should have served an engineering and maintenance of private and commercial motor vehicles thoth petrol and disest powered and particularly B.M.C.

N.J. Conditions, salary, Grade, L. 1889, per N. 1889, per

ilable.

PPLICATIONS on the standard form obtainable the Manager, S.S.E.B., "Woodlands." St. Nis.

Striving, should be submitted not later than December 1985.

MOTOR mechanic, fully experienced and qualified in required for our fleet of 20 commercial websiles and grant of the control o

WANTED, competent Vauxhall-Bedford storekeeper-counter hand, high wages and lodging allowance Apply Green Garage (Bedfont), Ltd., 641 Staines Rd. Bedfont. Middx.

#### COUNTY BOROUGH OF ROCHDALE.

ENGINEER AND GENERAL MANAGER. PASSENGER TRANSPORT DEPARTMENT.

APPLICATIONS ARE INVITED FOR THE ABOVE-MENTIONED APPOINTMENT AT A SALARY COM-MENCING AT £2.610 AND RISING BY ANNUAL INCREMENTS OF £75 TO £2.910 PER ANNUM PLUS CAR ALLOWANCE.

The appointment will be terminable by three-mon notice and the successful candidate will be required pass a medical examination.

Applications, stating age, qualifications present and pre-vious appointments and experience, together with the names and addresses of three referees, should be sub-mitted to the undersigned, endorsed "Engineer and General Manager," by December 15. Canvassing will disqualify. Candidates must disclose whether they are related to any member or senior official of the Council.

K. B. MOORE.

WORKING assistant foreman required for petrol and diesel commercials. Write with full particulars, E. J. Baker and Co., Ltd., Birchett Rd., Aldershot. 937-475 TRAFFIC manager required for expanding coach com-pany. Apply by letter Kingston Luxury Coaches, 43 Thames St., Kingston. 937-490

MOTOR mechanic fully skilled diesels in Wirral area. 42-hour basic, good rate pay, overtime, bonus, free sickness, injury and other benefits. Box CM3711, care of "The Commercial Motor." 937-x9047

#### TRANSPORT DEPARTMENT.

THE BRITISH OXYGEN COMPANY WISHES TO RECRUIT A MAN AGED 20 TO 25 AS

A SSISTANT TO THE

## TRANSPORT ENGINEER

AT THEIR LONDON HEAD OFFICE.

Applicants should have either O.N.C. or at least four G.C.E. O-level subjects. They should preferably have had some practical experience of transport and be studying for an Institute of Transport qualification. Men who have a good practical knowledge of cars and other motor the position offers good career prospects. There is a staff gension fund, an excellent caneen and ther benefits. Detailed applications should be made, in confidence, to:—

THE PERSONNEL OFFICER (CM/J8022),

## THE BRITISH OXYGEN CO., LTD.,

BRIDGEWATER HOUSE, CLEVELAND ROW, ST. JAMES'S, S.W.I. 937-470

MANAGER required. N.W. London, Luton vans, geheral, including small amount removals, with knowledge of warchousing and shipping. Must be able to attract business. Accommodation possible. Boc. M376, care of "The Commercial Motor." 937-330

TRAFFIC menage: required by Midland-based operator, to take charge of office in Glasgow area. Must be capable of dealing with all aspects of transport, control of staff, backloading vehicles, sub-contracting, documentation, canvasing, etc. Details of previous experience and salary required, to Box CM37(0, care of "The Commercial Motor.")

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HEAVY Commercial Vehicle and Couch Salesman desires change, 15 years' experience, will travel anywhere in the North of England and Scotland. Box CM351, care of "The Commercial Motor." 937-129

Dec. 1, 1961—THE COMMERCIAL MOTOR 87

#### Miscellaneous Advertisements (contd.)

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ENHAM STORAGE CO., LTD., near Maidstone, Kent. Southern England's foremost warehouses, bution of all classes of commodities by own covered transport throughout Kent, Surrey, Sussex and Hants. Phone, Lenham 441 (five lines).

#### **TENDERS**

#### GOVERNMENT OF IRAQ.

MINISTRY OF MUNICIPALITIES. DIRECTORATE GENERAL OF THE SEWERAGE

BOARD.

#### TENDER.

#### SUPPLY OF LORRIES AND MAINTENANCE EQUIPMENT

(ADVERTISEMENT NO. 18).

THE DIRECTORATE GENERAL OF THE SEWERAGE BOARD INVITES ANONYMOUS CLEANING AND MAINTENANCE EQUIPMENT, TOGETHER WITH THE APPROPRIATE VEHICLES THEREFOR. TENDERS SUBMITTED FROM IRAQI FIRMS MUST BE FROM MEMBERS OF A INCOME TAX CLEARANCE CERTIFICATE FOR THIS YEAR. THIS YEAR

THE EQUIPMENT TO BE SUPPLIED COMPRISES:-

(A) TWO 3-TON LORRY CARRIERS WITH THE CHASSIS AND BODY OF EACH MADE TO CARRY THE MAINTENANCE EQUIP-MENT MENTIONED IN PARAGRAPHS (B) AND (C) BELOW.

(B) MAINTENANCE AND CLEANING EQUIP-MENT AND TOOLS FOR SEWER PIPES OF 4 TO 18 INCHES DIAMETER.

(C) RESCUE AND MAINTENANCE EQUIPMENT FOR USE IN LARGE DIAMETER SEWERS.

FOR USE IN LARGE Extractions and be obtained from the office of the Director General of the Sewerage Board, Saadoon Street, Baghdad, Iraq, on payment of I.D. 2s. (which is not refundable) between December 2, 1961, and February 1, 1962.

capies of the Tender Documents can also be obtained from Messrs John Taylor and Sons, Consulting Engineers, Artillery House, Artillery Row, London, S.W.I. on payment of £2.

The final date for receiving tenders shall be March 6, 1962.

The final date for receiving tenders shall be March 6, 1962.

Tenders shall be submitted in sealed envelopes bearing the inscription "Tender for the supply of vehicles and maintenance equipment" and shall be sent by Registered Mail to the Director General of the Sewerage Board, Saadoon Street, Baghdad, Frag, by Directorate Ceneral of the Sewerage Board in Baghdad. Every Tenderer must send a complete and true copy, duly filled in, of his Tender to Messrs, John Taylor and Sons, London (at their above-mentioned address) by Registered Mail Any Tender not complying with any of the above-mentioned terms or not accompanied by the required documents will be rejected.

The Sewerage Board is not bound to accept the lowest or any Tender.

MANDI AL-KAEM,

D.G. of the Sewerage Board,

Baghdad, Iraq.

November, 1961.

#### METROPOLITAN BOROUGH OF LEWISHAM.

TENDERS ARE INVITED FOR THE SUPPLY OF

(a) ONE REFUSE VEHICLE EQUIPPED FOR EMPTYING H-CU.YD. CONTAINERS.

(b) ONE MECHANICAL SHOVEL

(b) ONE MELTIAMENT RESERVED to taking used vehicles and plant in part-exchange.

Particulars and forms of tender obtainable from the Borough Engineer, Lewisham Town Hall, Catford, S.E.G. Closing date 12 noon, Tuesday, December 19, 1961.

COUNTY BOROUGH OF BURY.

#### A DVERTISING ON OMNIBUSES.

TENDERS INVITED FOR ADVERTISING FACILI-TIES ON CORPORATION OMNIBUSES.

Specification and form of tender obtainable from the Transport Manager, Bury Corporation Transport Depart-ment, Market Place, Bury.

Tenders enclosed in plain, scaled envelope endorsed. "Tender for Advertising," must reach me by December 16, 1961.

EDWARD S. SMITH. own Hall. Town Clerk.

937-54 A61

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MAINTENANCE RECORD (Charnwood Series No. 199). A life history of each vehicle with tyre records, petrol and oil consumption. 4s. 6d, post free.

DESEL, oil stock books. Cost books, etc. Send for descriptive list.

CHARNWOOD PUBLISHING CO., LTD., Costville, 222-869

"DRITISH COMMERCIAL VEHICLE INDUSTRY" (sith Edition). Published in association with "The Commercial Motor "Completely revised in both test and illustration, this is a valuable reference book for buyers of British commercial vehicles. Every type is dealt with, including many of specialist application. There are also sections on bodywork, tyres, engines and accessories. Three-language captions in English, French and Spanish with measurements in English and merite units make the book especially useful in the export market. Full industrated, 30% pages, price 42s, or by post 48s, 6d. from publishers, Temple Press Limited, Bowling Green, London, E.C.I.

"M ODERN CLEANSING APPLIANCES." by Additional Taylor. A survey of the municipal cleansing field, with information on its practices and appliances both in Great Britain and abroad. Illustrated, 160 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1.

# PORTABLE WELDING

RETAIL PRICE (70

OUR PRICE while stocks last, only 447.10s. cash with order OR £49.10s.

Ashton-Young Engr. Dev. Co. Ltd. (SALES) 73 Southampton Row, London, W.C.1

#### Books and Publications (contd.)

MOTOR VEHICLE MECHANICS' TEXTBOOK (Second Edition), by F. K. Sully. Based on the syllabus of the City and Guids of London Institute examination in Motor Vehicle Service Mechanics' Works, this book is designed for students entering for the Award of the National Craftsmen's Certificate of Automobic Technology. It deals with many of the mathematical and mechanical problems which a motor vehicle mechanic is likely to encounter in his work. Illustrated, 237 pages, 128, 6d. not from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.I. 2222. the publishers, Temp Lane, London, E.C.I.







## The Measham Organisation

Announce a

# SPECIAL SALE

## COMMERCIAL **VEHICLES**

TO BE HELD AT

# SALES HEADOUARTERS

MEASHAM, BURTON-ON-TRENT STAFFS.

#### TUESDAY. DECEMBER 12th 1961

Commencing at 10.30 a.m. prompt

This special sale is in addition to the regular Tuesday, Wednesday and Thursday Sales at MEASHAM

Included in the Sale are Vehicles being sold on behalf of:

#### BRITISH ROAD SERVICES B.R.S. (PICKFORDS) LTD. PUBLIC BODIES. FLEET OPERATORS AND INDUSTRIAL BANKERS. Etc.

#### Also on the instructions of LIVERPOOL CORPORATION PASSENGER TRANSPORT DEPT.

6 Double-deck Omnibuses comprising 5 Daimler CVA6 chassis fitted with AEC 7.7 litre engines. Bodies by Northern Counties.

1 Crossley DD42/7 chassis with Crossley 8.6 litre engine and body by Crossley.

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## **B.M.C.** Vehicle capacity increased-reply to **Export Challenge**



M.R. GEORGE HARRIMAN in an introduction to the Annual Statement to B.M.C. Shareholders paid tribute to Sir Leonard Lord, K.B.E. on his retirement as Chairman. Other points from the Statement are as follows.

In this our 10th year, the difficulties at home and abroad were numerous and stubborn, but were met with vigour.

Despite the sharp fall in profits, the Board are confident of the future and recommend an unchanged dividend. This confidence is based on having improved our competitive position within the British motor industry. Improvements in specification are enabling us to face competition at home and abroad with renewed vigour.

Higher performance and re-styled sports cars have rejuvenated U.S. demand. Looking at export prospects broadly, it is encouraging that B.M.C. vehicle stocks throughout the world are now declining, giving confidence that the decks are now being cleared for more export progress.

At present the combined home and export demands are calling for most of the vehicles we can make, and we must

hope that the home market can consistently provide a solid basis for future planning of the expansion essential to our place in export markets.

In the past four financial years, B.M.C. exports to Europe as a whole have advanced by 79% and are still rising. These results were not fortuitous. They came from having the right models, backing them with sound service, and by encouraging a number of loyal and good distributors.

B.M.C. Service Ltd. enjoyed a record year and is currently supporting our distributors and dealers throughout the world with peak availability of parts. We have also introduced a unique new warranty providing very much wider

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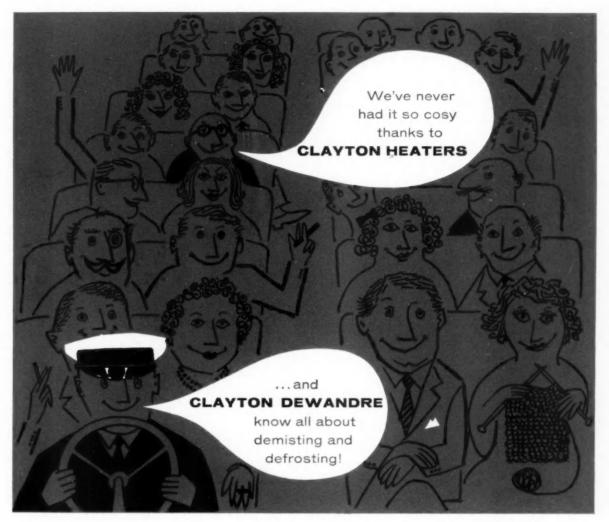
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#### D 10 DEMISTER

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Output 10,000 B.Th.U's/hr. at 120° F. T.D. =3kW or 34 kW at 150° F. T.D.

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Dimensions, over nozzles,  $10\frac{1}{2}$  ×  $9\frac{13}{16}$  Overall height  $7\frac{2}{32}$ 

The D11 DEMISTER is dimensionally identical with the D10, but is fitted with a higher-speed motor giving increased output and air flow for vehicles with deep fixed screens.

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